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THE MOST REMARKABLE POLITICAL CRIME IN FRANCE SINCE THE ASSASSINATION OF PRESIDENT CARNOT: MME. CAILLAUX, (WIFE OF THE FRENCH MINISTER OF FINANCE), WHO SHOT AND KILLED M. GASTON CALMETTE, EDITOR OF THE "FIGARO."

The bitter controversy which had been raging since the beginning of the present year between M. Gaston Calmette, managing-editor of the "Figaro," of Paris, and M. Joseph Caillaux, the French Minister of Finance, had a tragic sequel on the 16th. On the evening of that day, Mme. Caillaux went to M. Calmette's office and shot the editor of the "Figaro" fatally. She has said she did not mean to kill him.

Mme. Caillaux is the divorced wife of M. Léon Claretie, nephew of the late Jules Claretie, and was married to M. Caillaux in 1911, when M. Poincaré, now President of the Republic, acted as witness for her at the civil ceremony. After the shooting Mme. Caillaux was taken to a police station, and later to St. Lazare Prison. Other portraits will be found on another page in this issue.

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OUR FOURTH CANADIAN SUPPLEMENT.

WITH our next Number—that for March 28—we shall present our readers with another magnificent Supplement dealing with Canada, on similar lines to the three already given, with our issues of Feb. 18, 1911, March 9, 1912, and March 15, 1913. The forthcoming Supplement will, we can safely prophesy, be found even more attractive than its predecessors. It contains in all twenty-eight pages, practically an illustrated paper in itself. The amount of colour-work given this time is especially notable. There is a splendid double-page plate representing a moose—the Canadian elk—in its native haunts, and two other pages in colour, one of them a beautiful picture of Canadian mountain scenery in the Rockies. In addition to the colour-work, there are sixteen pages in photogravure. The whole Supplement is profusely illustrated, and the articles, as before, have been contributed by writers who possess a first-hand knowledge of Canada and its conditions. These articles give much valuable and interesting information as to life in the Dominion, and what it has to offer to the emigrant, the investor, and the tourist.

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THE CONTROL-BOARDS OF THE PANAMA CANAL.

NOTE.—*The following is a condensation of one section of an article in the "Scientific American," and is given by courtesy of that paper. Illustrations will be found on other pages of this issue.*

THE control-boards for each lock of the Panama Canal are to be found in control-houses located on the middle walls at points which afford the best view of the locks, although this view is not depended upon to know the position of the gates or other apparatus. The control-boards are approximately operating miniatures of the locks themselves. They have indicating devices which always show the exact position of valves, lock-gates, chains, and water-levels in the various lock-chambers, and so far as is necessary, are synchronous with the movement of the lock machinery. The control-boards are flat benches, 32 inches high by 54 inches wide, built in sections. The board at Gatun is 64 feet long; that at Pedro Miguel, 36 feet long; and that at Miraflores, 52 feet long. The side and centre walls of the locks are represented on the board by cast-iron plates, and the water in the locks by blue Vermont marble slabs.

In designing the indicators efforts were made to represent the actual machines, the operations of which were to be indicated. For example, the chain-fender index consists of a small aluminium chain representing the larger chain of the lock itself. Just as the large chain is lowered into a slot in the bottom of the lock, so the small chain is lowered into a slot in the top of the board. With equal fidelity the mitre-gate is reproduced. The mitre-gate indicator consists of a pair of aluminium leaves or pointers which represent a pair of the large mitre-gates and which move in a horizontal plane just above the marble slab representing the water in the lock. The rising stem-valve indicators, however, presented a more serious problem, because the valves themselves are located in a culvert and the operating machinery is concealed below the lock wall; yet for the purpose of observation it was necessary the indicators should project visibly above the surface of the board. The rising stem-gate valves of the locks, it has been stated, occur in pairs. For that reason the indicators for these valves have likewise been made in pairs on the board. Each of these indicators may well be likened to a miniature elevator, the car being used to indicate the position of the valve-gates. In order that the indication might be visible from various points up and down the board, a novel scheme was resorted to. The underside of the car is equipped with reflectors so arranged as to reflect, parallel to the surface of the board, the light of several incandescent lamps located underneath the board. This light is reflected through openings in the indicator facing both up and down the board, the openings being closed with opal glass. The reflected light gives a sharp shadow on the bottom edge of the car, all portions of the indicator above this line being dark and all portions below being illuminated. The illuminated portions show how far the gate of the valve is open. If the indicator is dark, the valve is entirely closed; if the indicator is illuminated, the valve is entirely open. The one-quarter, one-half, and three-quarter positions of the gate are indicated by heavy black lines on the glass.

For the water-level indicator, great accuracy was required. The specifications demanded that the level of the water be indicated to within five-eighths of an inch of the actual level, but the indicators attained an accuracy somewhat greater than this. The height of the water is indicated by a rising and falling hollow cylinder having pointers which move over scales. The scales are illuminated by tungsten lamps, located in both the base and the top cap of the indicator.

The indicators for the mitre-forcing machines, which force the end surfaces of the lock-gates into alignment, are not operated by means of position-indicator machines. Since all the operator cares to know about them is whether they are in the open or closed position, they are operated merely by control-switches.

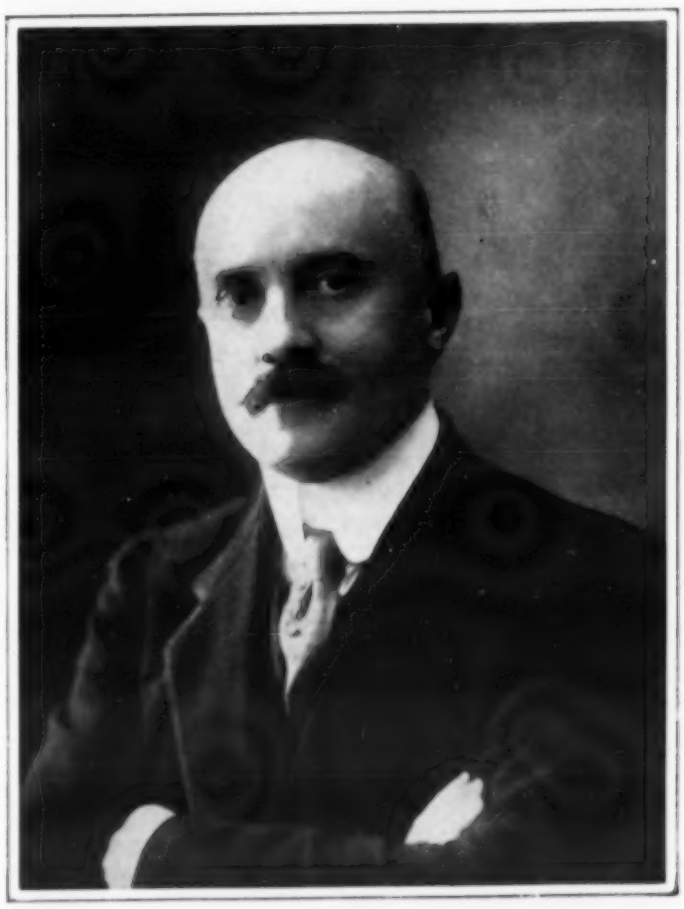
The open and closed positions of all cylindrical valves are indicated by means of red-and-green lamps, the intermediate positions not being indicated in any way because the operators need not take cognisance of them.

In order to make it necessary for the operator to manœuvre the control-switch handles always in a certain order, corresponding with a predetermined sequence of operation of the lock machinery, and to prevent the operator in control of one channel from interfering with the machinery under jurisdiction of the operator controlling the other channel, an elaborate interlocking system has been devised. The fact that the control-board is a working miniature of the lock which it operates shows the operator the actual condition of gates, height of water, etc., and, consequently, having the whole condition in miniature under his eye, he knows what to do next and when to do it; the operator receiving his information as to the movement of the vessel from a towing-master.—The illustrations on other pages, studied in connection with this article, will make the explanations clear. One shows a control-board, with operators, and another the position of a control-house, containing a control-board, in relation to the locks.

THE CAILLAUX-CALMETTE AFFAIR: A POLITICAL CRIME IN FRANCE.

PHOTOGRAPHS BY MANUEL.

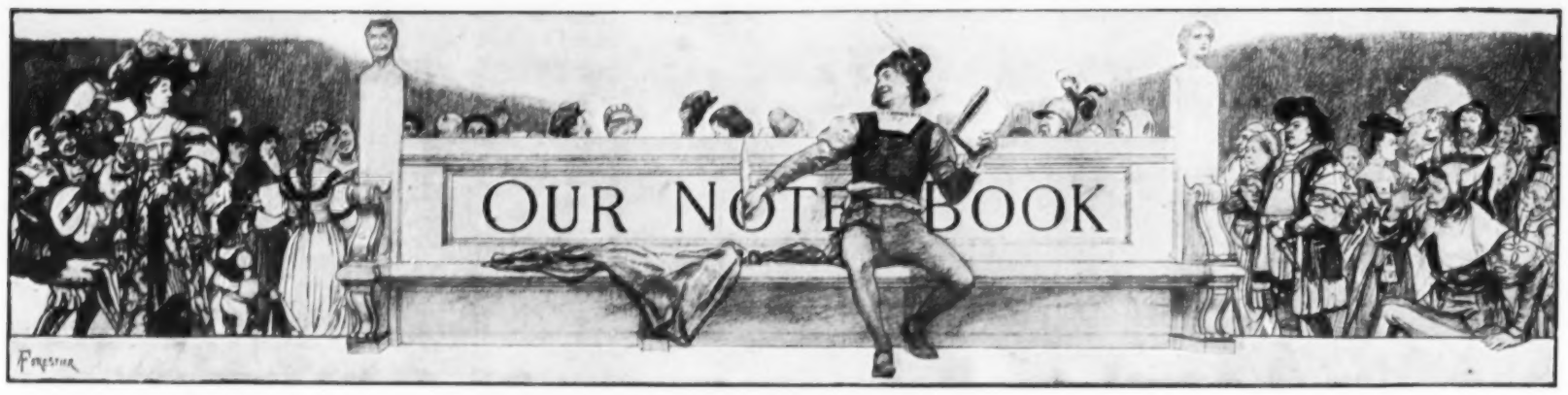
MME. CAILLAUX, WHO SHOT M. GASTON CALMETTE, MANAGING-EDITOR OF THE "FIGARO" OF PARIS.



M. JOSEPH CAILLAUX, FRENCH MINISTER OF FINANCE, WHOSE WIFE SHOT M. CALMETTE, AN ACTION WHICH HAS CAUSED A SENSATION IN FRANCE EQUALLED ONLY BY THAT OCCASIONED BY THE ASSASSINATION OF PRESIDENT CARNOT.

M. GASTON CALMETTE, MANAGING-EDITOR OF THE "FIGARO" OF PARIS, WHO CONDUCTED A BITTER POLITICAL CAMPAIGN AGAINST M. CAILLAUX IN THAT PAPER AND WAS SHOT FATALLY BY MME. CAILLAUX.

As we note under our front page, an extraordinary sensation has been caused in France in general and in Paris in particular by the fact that on the evening of the 16th, Mme. Caillaux, wife of the French Minister of Finance, called on M. Gaston Calmette, the Managing-Editor of the "Figaro" of Paris, in his office and shot him several times, wounding him so seriously that he died soon after midnight. Mme. Caillaux was arrested; and M. Caillaux, who was by far the most prominent member of the French Cabinet, resigned his office. The crime was a sequel to the "Figaro's" bitter political attacks on M. Caillaux, and is certain to have remarkable effect on the forthcoming General Election in France. Mobs have demonstrated in the streets of Paris, and, as a result, special precautions were taken by the police. The Republican Guard, for instance, was kept in barracks, and a special company of mounted guards was held in readiness to check demonstrations.



By G. K. CHESTERTON.

I SEE that Mr. William Archer has been calling me the Apostle of Unreason. It seems to me a specially interesting example of how Rationalism undermines the reasoning power. Mr. Archer is an able man and a lover of truth, and I am certain that nothing but Rationalism could have made him so irrational as that. For the plain and palpable modern fact is exactly the other way. There really *are* some writers, very modern and fashionable writers at that, who *are* Apostles of Unreason; and say they are. M. Bergson is an Apostle of Unreason. He really seems to hold that we may find out what we want by trying to get it—without knowing what it is. The late Professor William James, stimulating and sympathetic as he was, might not unfairly be called an Apostle of Unreason. Mr. Bernard Shaw has often been a serious and sincere Apostle of Unreason. He has maintained that all logic leads to killing oneself; and, of the two, it is better to kill logic. Nietzsche was something like an Apostle of Unreason: he said, "We must have chaos within, that we may give birth to a dancing star." The Pragmatists are Apostles of Unreason. Nearly all the Modernists who were condemned in the Pope's Encyclical were condemned for being Pragmatists and Apostles of Unreason. Anyone who will read the Encyclical will see that I state the essential fact. Oscar Wilde set the fashion of being an Apostle of Unreason when he said that brute reason was hitting below the intellect. Dr. Brandes, the distinguished Jew and sceptic, helped to set the fashion of being an Apostle of Unreason when he said, I think, "Who knows that two and two do not make five in the planet Jupiter?" To which I answer, "I do." The question seems to me quite as senseless as saying, "Who knows that 'yes' is not the same as 'no' in the State of Maine?" I have never been to the State of Maine, thank God; but I know that "yes" is not the same as "no" anywhere. Mr. John Davidson, that unfortunate man of genius, took up the trade of Apostle of Unreason and praiser of pure force and will; and a philosophic work recently published by a French Freethinker warns its readers against reason as something that clogs and chains the sacred changes of Evolution. In short, we may really say that nearly all the people who consider themselves specially progressive, advanced, up-to-date, modernist, or futurist, are avowedly Apostles of Unreason. Practically, it comes to this, that the people who are now opposed to reason are practically all the people who are also opposed to religion.

But to say that I am opposed to reason is simply not true. I ask no better description of the Pragmatist position which denies the authority of reason than that given by Mr. Bentley's detective in "Trent's Last Case"—that it is "bad Christianity and also infernal nonsense." I think the modern attempt to get rid of reasoning altogether is very like some of the attempts to get rid of fighting altogether: I think it is unmanly and unworthy of a man. Decadents may like living in a dream which they can alter at any moment to suit themselves, in which they can create causes without creating consequences, in which they can pervert the future or unmake the past. But I think a decent working man of any class, whether he is working at cube roots or cabbage roots, ought to be glad that, as he sows, so shall he surely reap. As these are my views about reason and unreason, and as I have often defended them against Mr. Bernard Shaw, Mr. H. G. Wells, and others, it becomes a really interesting question to ask how so intelligent a man as Mr. Archer has come to consider me in so opposite a light, and where he got his notion that I am an Apostle of Unreason.

Well, I pass over what I cannot help calling the rather cheap part of the argument, which seems to consist in chaffing me with the little-known and carefully concealed fact that I cannot work miracles. Nevertheless, as Mr. Archer gloomily notes, I said at Cambridge that I thought it probable that some other people could. Well, I cannot work miracles; and I seem to remember somebody who (as I believe) could work miracles, but who was taunted in the hour of death with not working them, and taunted in vain. So that in pure reason, even the non-performance of miracles would not prove an impetus to perform them. Anyhow, I cannot (so far as I know, for agnosticism is too easily forgotten nowadays) work miracles. I cannot, as Mr. Archer, that demoniac detective, has discovered, move the Albert Hall from London to Paris; and levitation in my own case would probably be about as difficult as in the case of the parallel structure of the Albert Hall. This is true; and it affects the question of whether miracles can happen about as much as the fact that I cannot tame lions affects the question of whether they have ever been tamed; or the fact that I have never been known to fly upside down affects the question of whether it has ever been done. A miracle is, by hypothesis, a marvel. That is to say, it is a very rare and a very unexpected thing. If it could be done by anybody at any minute, it is surely as plain as a pikestaff that it could not fulfil the function, true or false, which its supporters suppose it to fulfil. It is part of Mr. Archer's argument that miracles seem ineffectual for their purpose. I can earnestly assure him that they would be much more ineffectual if I were allowed to work them. But I cannot think that Mr. Archer takes this part of his argument seriously. It is just his passion for paradox.

Speaking as the Apostle of Reason, I now remark that Mr. Archer's difficulty resides in a definable fallacy: the confusion between the comprehension of the deduction and the comprehensiveness of the data. If he is arguing from a Monist first principle, that it is inconceivable to suppose that a Supreme intelligence could change its mind, or blasphemous to suppose that it would wish to, then his argument is quite fair; he is not bound to give up his simple faith for the sake of fragmentary manifestations which must, even for their own purpose, be few and far between. But if he is arguing from the evidence or absence of evidence, I must say frankly that I do not think he knows the evidence. I do not speak in arrogance; I did not know it myself from the ordinary good education given to an intelligent Englishman or Scotchman; I did not know it until close on middle age, when other moral problems turned my studies in that direction. History is horribly badly taught in England and Scotland; for the very natural reason that some thousand years of it has to be made out as much sillier than it was. I have only space to allude to one case; the case of witchcraft. I think a candid inquirer will come to the conclusion that some witches were really in league with invisible powers of evil, if he believes the documents—and most certainly if he believes the witches. I take the case of witchcraft for three reasons of very varying value. One is that I do not think justice has ever been done either to the truth or falsehood of that fine play, "The Witch," which Mr. Granville Barker produced. Second, and more important, because in this case one cannot be accused of mere optimistic make-believe. Nobody *wants* to think that their fellow-creatures had fallen under the influence of fiends. If any fairly good-natured person thinks so, it must be because he has honestly tried to face realities. I cannot say, of course, that if Mr. Archer had been told the whole truth he would have drawn the same deductions as I do. But I can say, with considerable confidence, that his pastors and masters did not tell him the whole truth; I can say it on the principle that inspires the cheerful Cockney sentiment of "Same here!" The plain truth is that lies have been told and have got to be untold. And the last and most important reason for mentioning witches is this: that nobody can begin to understand the theoretic defence of the miraculous who does not understand the idea of a positive fight against positive evil. We should be right in thinking it silly for the good angels to interfere, if none of us believed in bad angels. A miracle, if you like, proclaims martial law in the universe. But it is not unreasonable; for it may be the only way of reconciling reason with liberty.

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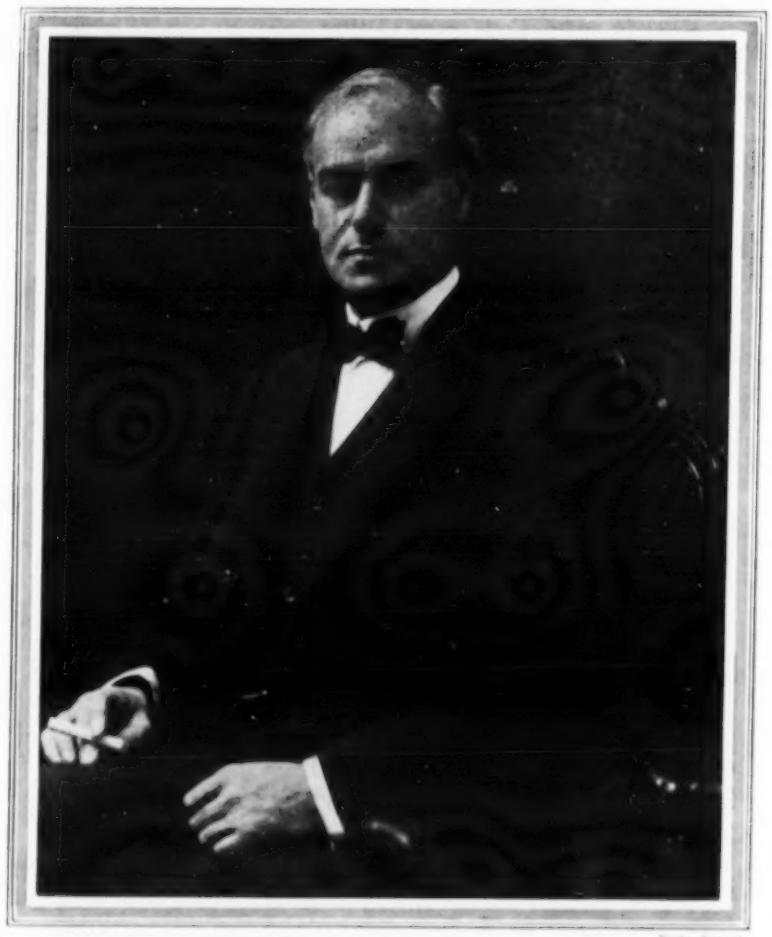


Photo. Pearson.

UNABLE TO READ NOW HIMSELF, AND ONE OF THE CHIEF BENEFACTORS OF THE NATIONAL INSTITUTE FOR THE BLIND: MR. C. ARTHUR PEARSON.

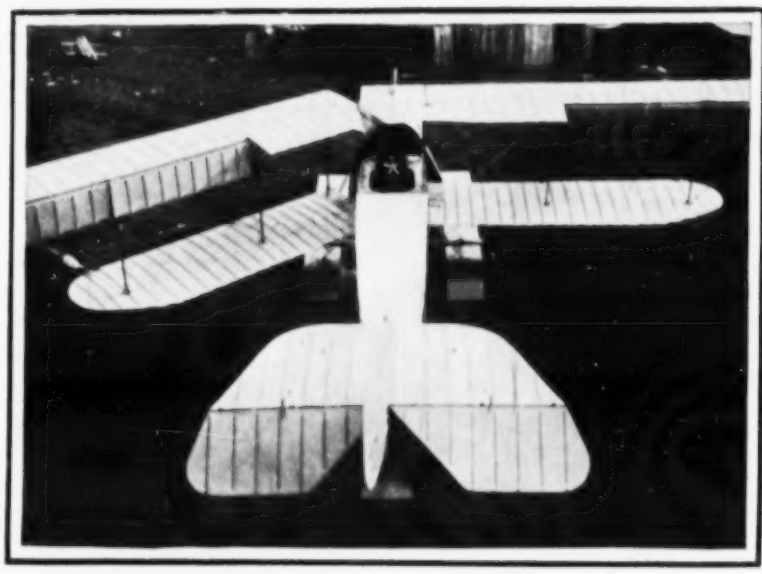
Elsewhere in this Issue we give a number of illustrations in connection with the appeal that is being made on behalf of the National Institute for the Blind, whose new buildings the King and Queen arranged to open on the 19th. Mr. C. Arthur Pearson, the well-known newspaper proprietor, has been largely instrumental in establishing the Institute's new premises. In a recent interview (given in the "Daily Mail") he said: "I am myself now unable to read, and I can, therefore, speak from my own experience of the immense alleviation and solace which the Braille books can bring to the sightless." Mr. Pearson is Vice-President of the Tariff Reform League and was Vice-Chairman of the Tariff Commission. He was educated at Winchester, and became a sub-editor on "Tit-Bits" by winning a competition. After being for four years manager to the late Sir George Newnes, he started "Pearson's Weekly," "M.A.P.," Among other publications which he started are "Pearson's Magazine," "Home Notes," and the "Daily Express." In 1905 he bought the "Standard," and became chief owner of the "St. James's Gazette," since incorporated with the "Evening Standard."

MADE TO BE CARRIED ON WAR-SHIPS: A FOLDING SEA-PLANE.

PHOTOGRAPHS BY GREY.

Wings Closed.

Wings Half Open.



Left Wing Half Open; Right Wing in Flying Position.

Wings Folded.

THERE should be no underrating of the value of the sea-plane in time of war. Many splendid flights have been made on such craft; it has been proved that they are valuable not only for scouting purposes, but for the detection of submarines running submerged. Now their utility seems certain to be greatly enhanced, for the new Short sea-plane with folding wings, here illustrated, can be carried with great convenience aboard a war-ship and be ready for service at practically a moment's notice. As to "the aeroplane in war" in general, we may quote from the book of that name. In this it is argued that the aeroplane will dissipate the fog of war. A Commander with aeroplanes and a Commander without are contrasted. "Thus," it is said, "the two armies come into conflict. One Commander-in-Chief knows everything; the other practically nothing. What is the result likely to be? One strikes swiftly and surely, aware of the precise strength opposed to him. The other fumbles blindly in the dark."

WITH "WINGS" WHICH CLOSE: THE NEW "SHORT" SEA-PLANE, WHICH PACKS INTO A SMALL SPACE.

Particular interest is being taken in the Short sea-plane with folding wings; for the widespreading planes of this newest of new flying-machines may be folded back close to the body, so that when in its hangar the air-craft occupies only about one fourth of the space at present needed. This point is particularly valuable in that it makes it very convenient for a battle-ship at sea to carry a water-plane as part of her equipment; or, indeed, more than one. The wing-span of the machine, from tip to tip of the main plane, is 70 feet. The span of the folded wings is only 10 feet. It must be noted, further, that the wings can be folded in less than a minute while the sea-plane is floating on the water. The Short sea-plane under notice is one of the best air-craft of its kind in the world, and is claimed to be the fastest. It flies at over 70 miles an hour, with five hours' fuel supply, carrying pilot, passenger, and wireless installation. In war, an aerial fleet would probably first try to put the enemy's air forces out of action.

PORTRAITS & PERSONAL NOTES.

Photo. Russell.

THE LATE CANON BRISTOW,

Canon Missioner of Southwark Cathedral, and Rector of St. Olave, Southwark.

Photo. Russell.

MR. ERNEST BAGGALLAY,

The well-known Metropolitan Police Magistrate, who has retired owing to ill-health.

CANON Bristow, who died at Lewisham, aged eighty, a few days ago, had been Rector of St. Olave, Southwark, since 1897, and for the previous thirty years he was Vicar of St. Stephen's, Lewisham. In 1891 he was made an Honorary Canon of Rochester. He served for twelve years on the London School Board, and had been Chairman of the Lewisham Board of Guardians.

Mr. Ernest Baggallay, whose retirement from the magisterial bench, we regret to learn, is due to ill-health, has been a Metropolitan Police Magistrate since 1901, and was previously for fourteen years Police Magistrate at West Ham. He is a son of the late Lord Justice Baggallay, and married a daughter of the late Sir Walter Burrell.

Mr. George Cave, who succeeds Lord Parmoor (Sir Alfred Cripps that was) as Attorney-General to the Prince of Wales, has since 1906 sat in Parliament, as a Unionist, for the Kingston Division of Surrey. He is also Recorder of Guildford, and was for sixteen years Chairman of Surrey Quarter Sessions. Mr. Cave practises at the Chancery Bar.

Father Damien's work, and Stevenson's eulogy thereof, are called to mind by the news that Mr. Maurice Hewlett's brother, the Rev. Alfred Stephen Hewlett, intends to go out to work in the leper settlement at Kumamoto, Japan. Mr. A. S. Hewlett has since 1907 been Vicar of St. Paul, Tranmere, Birkenhead. He has held several London benefices, and once spent two years on the Isle of Mull.

Photo. Russell.

THE REV. A. S. HEWLETT,

Brother of the novelist about to go out as a Missionary to a Japanese Leper Settlement.

It was recently stated that Sir Edward Clarke intends to retire from practice before the legal Long Vacation. He has been at the Bar nearly fifty years, and has taken a leading part in many famous cases, including the "Baccarat" case and the trial of the Jameson "Raiders." He sat in Parliament as a Conservative for over twenty years, and in 1886 was made Solicitor-General in Lord Salisbury's Government formed after the first Home Rule Bill was defeated.

Photo. Elliott and Fry.

SIR EDWARD CLARKE,

The famous Barrister, whose approaching Retirement was recently made known.

Mr. George Westinghouse, who died in New York on the 12th, was only twenty-two when he brought out the most famous of his many inventions, the railway air-brake which has made his name familiar all over the world. That was in 1868. The next year he obtained a patent, and the Westinghouse Air-Brake Company was formed; but it was not for some years that the device found favour among the railwaymen of Europe. Mr. Westinghouse was born in 1846 in the State of New York, and inherited mechanical tastes from his father, who was a maker of agricultural machinery. In 1863-4 he served in the United States Volunteers in the American Civil War, and was then for one year an assistant-engineer in the United States Navy. When only fifteen he is said to have devised a rotary engine, and the whole number of his inventions would make a very long list. The total capital of the undertakings to whose formation they led has been estimated at about 120,000,000 dollars, and the various works to have given employment to some 50,000 men. Besides his American enterprises, Mr. Westinghouse founded works in London and Manchester, and in France, Germany, Russia, Italy, and Austria. In 1910 he was President of the American Society of Mechanical Engineers. He married, in 1887, Miss Marguerite Erskine Walker, of Brooklyn, and had one son.

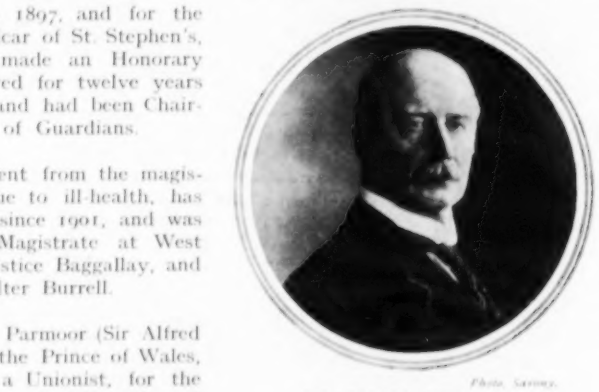


Photo. Sarony.

MR. GEORGE CAVE, M.P.,

Who has been appointed Attorney-General to the Prince of Wales.

(Photo supplied by E. C. Lawson.)

A FAMOUS INVENTOR WHO HAS RECENTLY DIED: (FROM LEFT TO RIGHT) THE LATE MR. GEORGE WESTINGHOUSE, THE LATE LORD KELVIN, AND MR. CHARLES H. MERZ, WATCHING SOME ELECTRICAL EXPERIMENTS.

Sir Stafford Howard, who has been made an Ecclesiastical Commissioner, was in 1886 Under-Secretary for India in Mr. Gladstone's Government. From 1893 to 1912 he was Commissioner for Woods, Forests, and Land Revenues. He represented East Cumberland in the House of Commons from 1876 to 1885, and in the latter year he was returned for the Thornbury Division of Gloucestershire. He has been twice married. His first wife, who died in 1906, was a daughter of the second Earl Cawdor. In 1911 he married Miss Catherine Meriel Cowell-Stepney, daughter of the late Sir Arthur Cowell-Stepney.

Science has suffered a great loss by the death of Sir John Murray, the famous oceanographer, who was killed on the 16th in a motor-car accident near Kirkliston on the road from Edinburgh to Glasgow. One of his daughters was driving, and in going down a hill the car skidded and turned over. Miss Rhoda Murray was stunned and injured in one arm. Sir John Murray was born at Coburg, Ontario, in 1841, and came to Scotland to complete his education in 1858, and later on studied at Edinburgh University. The *Challenger* Expedition, with which his name will always be associated, was sent out by the Government in 1872 to sound and study the depth of various seas, and returned in 1876, after exploring and sounding all the great oceans. Sir John, who was one of the biologists, had charge of the immense collections of specimens that were made, and he spent some twenty years in compiling the "*Challenger* Reports," published in fifty large volumes. He also wrote other books, and made various other scientific expeditions, including explorations of the lochs and straits of Scotland. Sir John married, in 1889, Miss Isabel Henderson, and had two sons and three daughters. He received the K.C.B. in 1898.

Photo. Swaine.

SIR STAFFORD HOWARD,

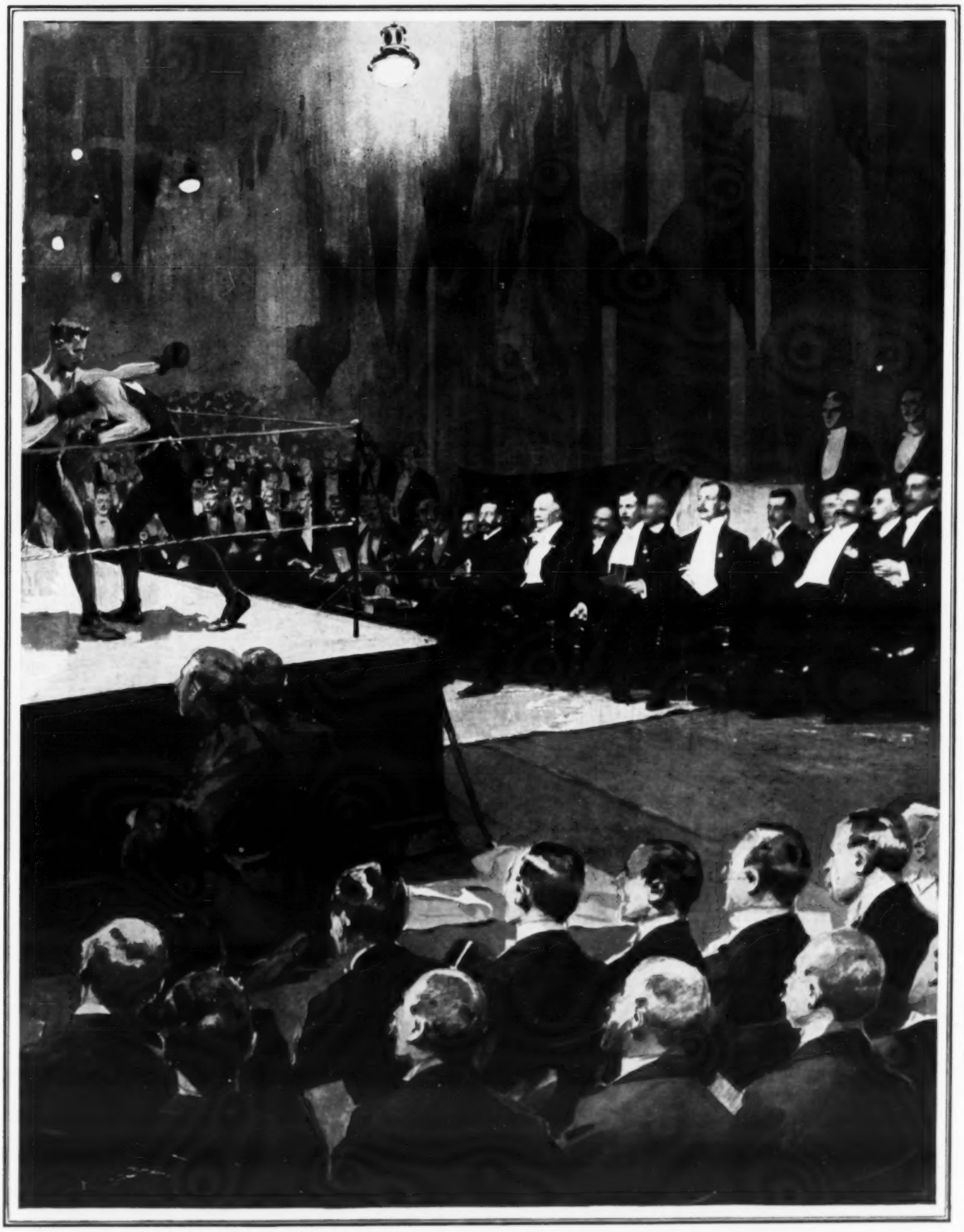
Who has been appointed an Ecclesiastical Commissioner.

Photo. Elliott and Fry.

THE LATE SIR JOHN MURRAY,

The eminent Oceanic Explorer, of "Challenger" fame, who was killed in a motoring accident near Edinburgh.

A ROYAL SEAL ON THE REVIVAL OF SOCIETY'S INTEREST IN BOXING



BOMBARDIER WELLS, HEAVY-WEIGHT CHAMPION OF ENGLAND, AND PAT O'KEEFE, MIDDLE-WEIGHT CHAMPION OF ENGLAND, BOXING BEFORE THE KING: HIS MAJESTY AT THE DISPLAY IN THE ALBANY BARRACKS.

The King set his seal on the great revival in Society's interest in boxing when, for the first time since his accession, he witnessed boxing contests the other day—in the Riding School of the Albany Barracks. The boxing and regimental display aroused much interest, and nearly fifteen hundred officers and men were present. His Majesty entered as Digger Stanley, the bantam champion, was giving a three-round exhibition with Wa..e Morgan, the ex-amateur bantam champion; and, amongst other events, saw a sabre match, boxing by Bombardier Wells, the heavy-weight champion of England, and Pat O'Keefe, middle-weight champion of England; catch-as-catch-can wrestling, épée contests, and a display of sword-tricks. Before visiting the tournament the King dined at mess with the officers of the 2nd Life Guards.

AN IRON SHIP BROKEN UP IN HALF-AN-HOUR! A REMARKABLE WRECK.

Drawing by John Farquharson; Photographs by Gibson and Sons and Topical Press.

BROKEN UP IN ABOUT HALF AN HOUR: THE SWEDISH BARQUE "TRIFOLIUM" WRECKED ON THE NORTH SIDE OF SENNEN COVE.

AT THE MOMENT AT WHICH SHE BROKE ASUNDER AFTER SEVERAL TREMENDOUS WAVES HAD BATTERED HER: THE "TRIFOLIUM" WRECKED.

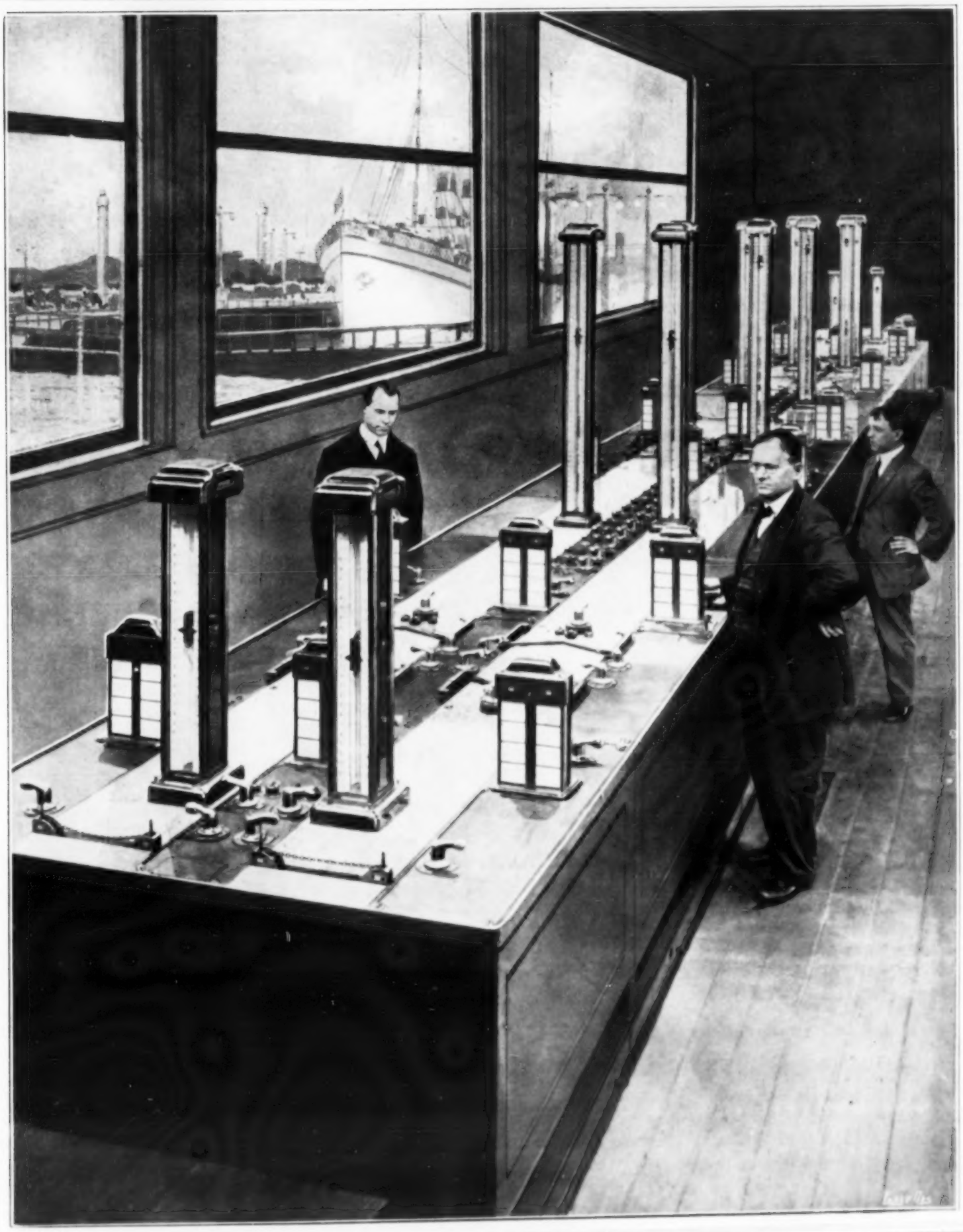
AT LOW WATER: THE WRECK OF THE "TRIFOLIUM"—THE BOW.

THE WRECK OF THE "TRIFOLIUM": A STERN VIEW.

The Swedish barque "Trifolium," 593 tons, bound from Cardiff to Bahia Blanca with a cargo of coal, was wrecked on the north side of Sennen Cove, Land's End, the other day. During rough weather on the Saturday night the captain and the second mate were lost overboard. On the Sunday morning the ship drifted ashore, with the crew in the rigging, before the lifeboat could give help, and waves broke over her. Six men were brought ashore by means of the rocket apparatus after they had jumped into the sea to reach the lines. Two men were washed ashore dead and one other is missing. The vessel, which was built of iron, was broken up entirely in about half an hour. Mr. Farquharson makes a note in connection with his drawing that "it was also on March 15 that the 'Khyber' was lost, with twenty-three hands, nine years ago, a few miles further south than the spot which witnessed the disaster to the 'Trifolium.'" The coastguard men, especially Chief Officer Oddy, showed great heroism in the work of rescue.

ONE-MAN REGULATION OF THE GREAT LOCKS OF THE PANAMA CANAL.

Reproduced by Courtesy of the "Scientific American" (See Article on Page 454; and Other Illustrations in this Issue).

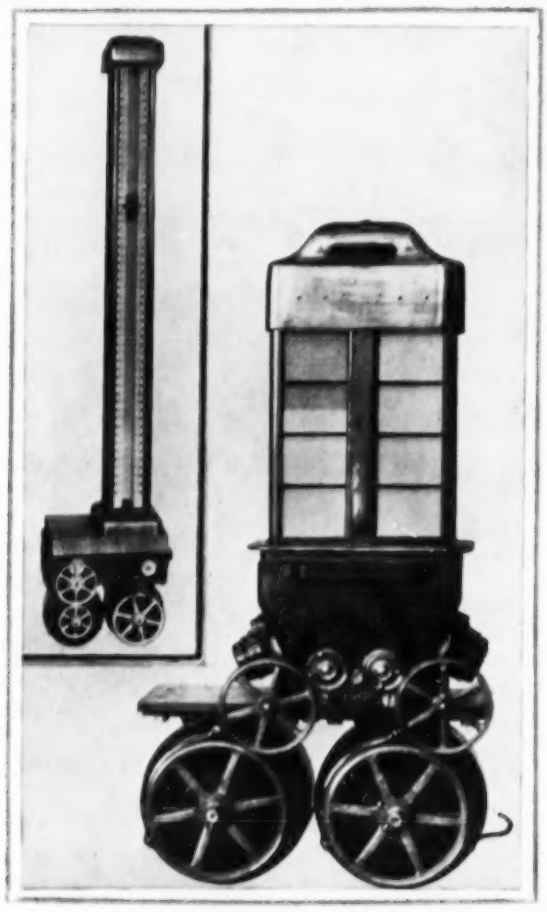


A WORKING MINIATURE OF THE LOCK IT OPERATES: A CONTROL-BOARD OF THE CANAL, SHOWING CONDITION OF GATES, HEIGHT OF WATER, AND ALL OTHER NECESSARY DETAILS.

"The control-boards are approximately operating miniatures of the locks themselves. They have indicating devices which always show the exact position of valves, lock gates, chains and water-levels in the various lock-chambers, and so far as was necessary are synchronous with the movement of the lock machinery. The side and centre walls of the locks are represented on the board by cast-iron plates, and the water in the locks by blue Vermont marble slabs. In designing the indicators efforts were made to represent the actual machines the operations of which were to be indicated. For example, the chain-tender index consists of a small aluminium chain representing the larger chain of the lock itself. Just as the large chain is lowered into a slot in the bottom of the lock, so the small chain is lowered into a slot in the top of the board. With equal fidelity the mitre gate is reproduced. The mitre gate indicator consists of a pair of aluminium leaves or pointers, which represent a pair of the large mitre gates and which move in a horizontal plane just above the marble slab representing the water in the lock. . . . The rising stem gate valves of the locks . . . occur in pairs. . . . The indicators for these valves . . . . may well be likened to miniature elevators, the cars being used to indicate the positions of the valve-gates."

WORKED BY MECHANISM UNLIKE ANY OTHER: THE PANAMA C

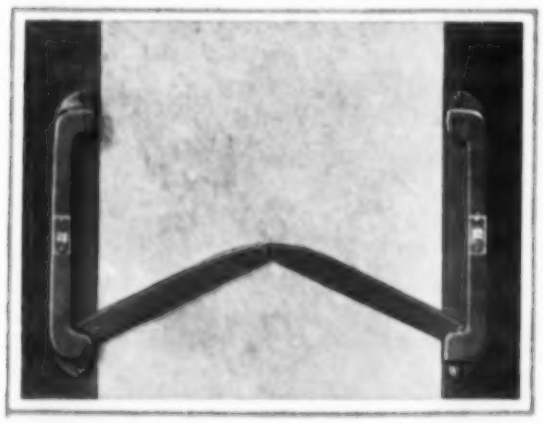
By Courtesy of the "Scientific American" (See Other Ill



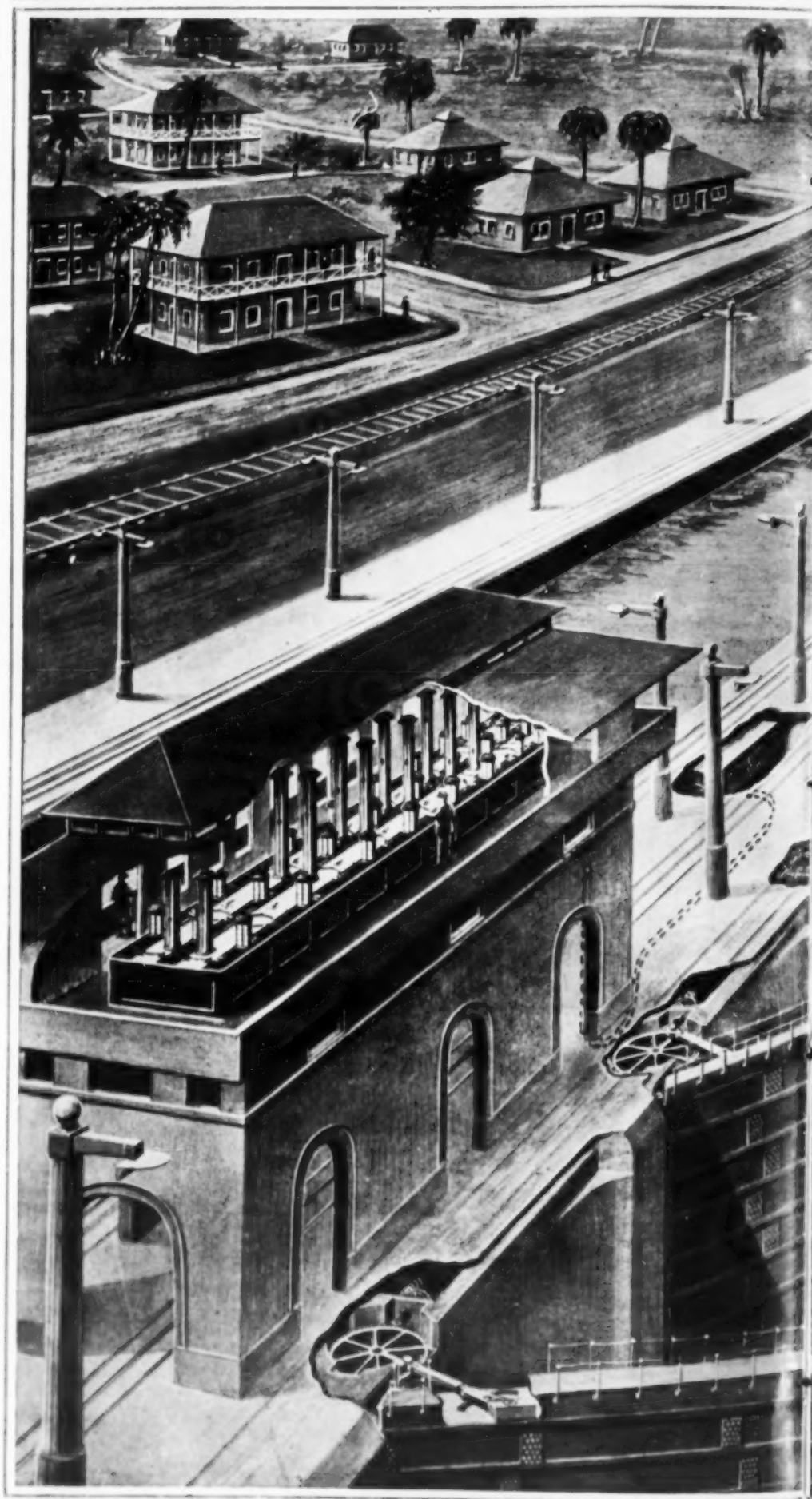
THE FIFTY-FOOT WATER-LEVEL INDICATOR (LEFT), WHICH SHOWS WITHIN HALF AN INCH THE ACTUAL LEVEL OF THE WATER IN THE LOCK; AND THE RISING STEM VALVE INDICATOR, LIKENED TO A "MINIATURE ELEVATOR."

"THE enormity of the Panama Canal locks made it highly desirable that all operations should be centralised. The flight of locks at Gatun, for example, extends over a distance of 6152 feet, and the principal operating machines are distributed over a distance of 4115 feet. The Isthmian Canal Commission decided that the locks must be electrically controlled from some central station in each case. . . . Great electrical control-boards have, therefore, been especially invented . . . control-boards which are so ingeniously conceived and constructed that a single man, who need

(Continued opposite.)



PART OF THE LONG SLAB OF BLUE MARBLE REPRESENTING THE WATER IN THE LOCK, WITH A PAIR OF ALUMINIUM LEAVES, OR POINTERS, WHICH REPRESENT A PAIR OF THE LARGE MITRE GATES.



A CONTROL-HOUSE, WITH ITS CONTROL-BOARD; GATES O

THE

proceeds under the power and control of four electric locomotives — two forward to take it along, one on each side, and two others astern, one on each side, to keep the vessel in the middle of the waterway and to stop it when it has reached the proper point, and to prevent it from moving forward too rapidly. After the vessel comes to a full stop in the forebay, its position is given by the towing master to the switch-board attendant, who, by moving a control switch lever, causes the lowering of the fender-chain and the miniature fender

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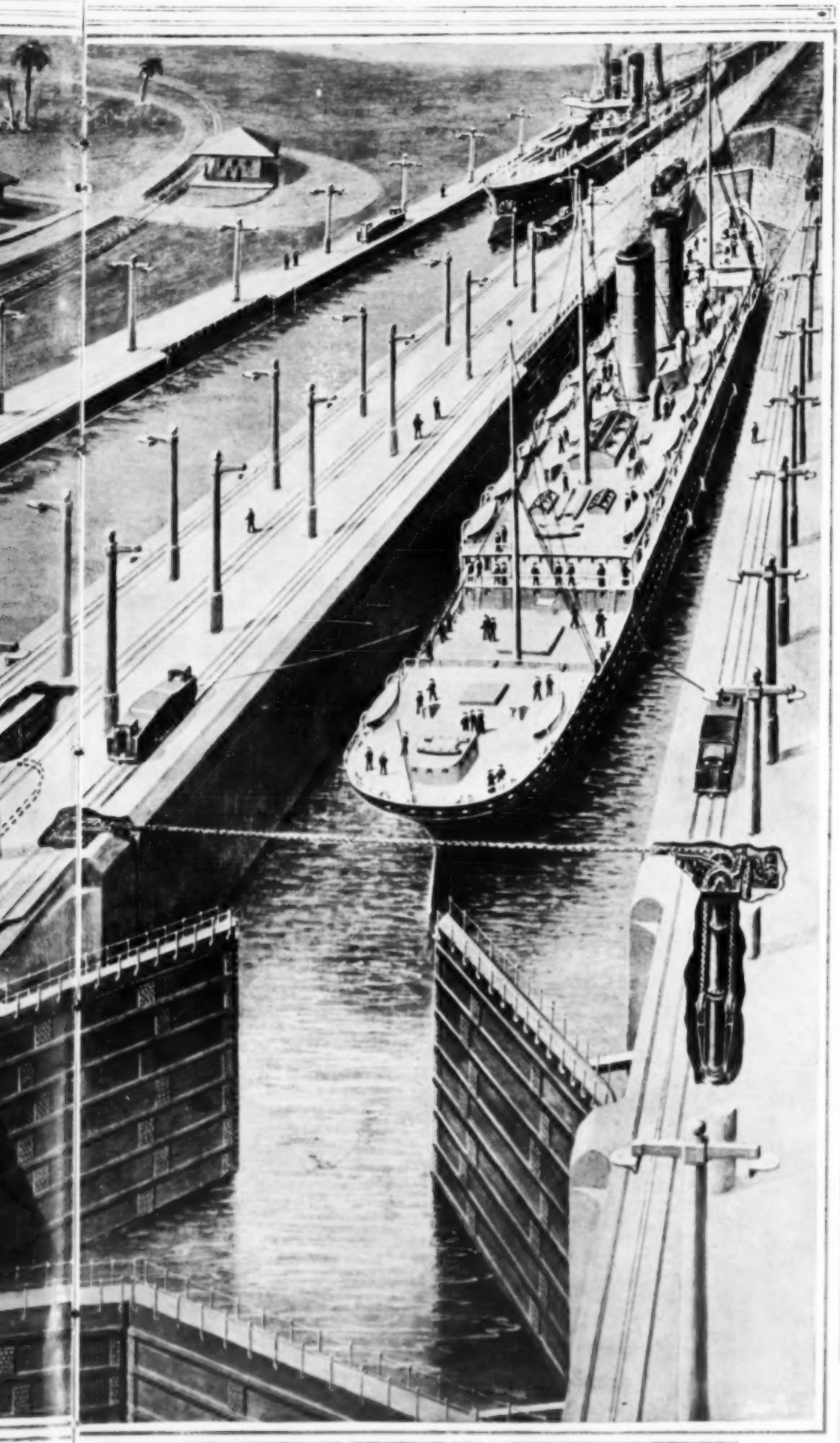
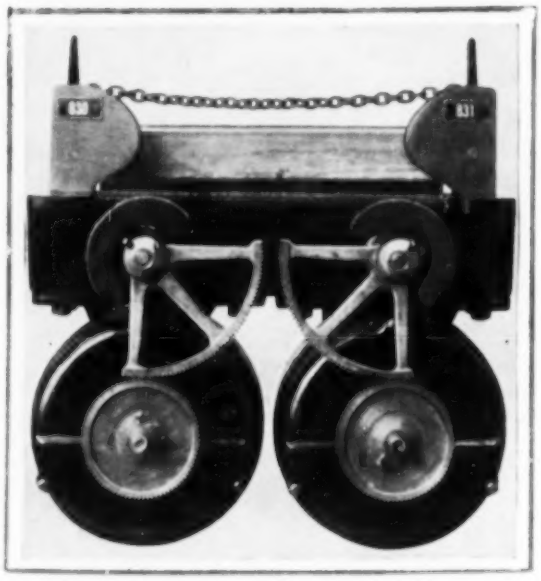
CANAL—THE CENTRAL CONTROL OF THE ENORMOUS LOCKS.

Illustrations in this Issue and an Article on Page 444).



THE LOCK; AND THE CHAIN TO STOP "RUNAWAY" SHIPS.



THE CHAIN-FENDER INDEX, WITH ITS SMALL ALUMINIUM CHAIN, REPRESENTING THE LARGE CHAIN OF THE LOCK ITSELF, WHICH IS LOWERED INTO A SLOT AND RAISED AS IS THE LARGER CHAIN.

never see the ships which are passing through the Canal, opens and closes lock gates weighing many tons and governs the course of thousands and thousands of gallons of water." We quote the "Scientific American," and add the following notes, also from that paper, as to certain of the illustrations on this page: "In front of all the mitring gates which are exposed to the upper lock level and also in front of the guard gates of the lower end are chain-fenders. These chains are taut when the gates behind are closed and are lowered when the gates are opened for the passing of a ship. . . . If a ship approaches the gate at a dangerous speed and runs into the chains, the chain is paid out in such a way as to stop the ship gradually before it reaches the gates. . . . The control-boards are approximately operating miniatures of the locks themselves. . . . Let us now take a vessel through a set of locks: It proceeds into the lock forebay either under its own power or that of a tug, and comes to a full stop. It then

[Continued on the left below.

THE UNDERNEATH PART OF A CONTROL-BOARD SHOWING THE ELABORATE INTERLOCKING SYSTEM WHICH COMPELS THE OPERATOR TO MOVE THE SWITCH-HANDLES ALWAYS IN A CERTAIN AND PROPER ORDER.

ATES OF

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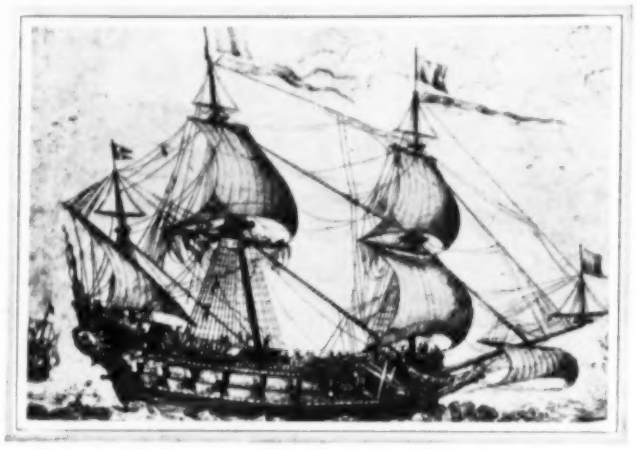
chain on the control-board after the lock gate is in the proper position. Now the vessel advances into the lock by means of the electric locomotives. The fender-chain is raised, and then the massive gates are shut behind, the miniature control-board gates in the meantime indicating this movement. When the water on opposite sides of the gates in front of the vessel has been raised or lowered, as the case may be, until the water on both sides is at the same level . . . these gates are opened and the boat is pulled into the next compartment, and so on."

LITERATURE

MAJOR-GENERAL SIR THOMAS FRASER,
Whose book of reminiscences, "Recollections with Reflections," is to be published shortly by Messrs. Blackwood.
Photograph by Russell.

"The King's Ships." The second of the six books which are to contain Lieut. Lecky's sumptuous and encyclopædic history of the King's ships (Horace Muirhead, London) has lately been issued, and fully bears out the high promise of the initial volume. The series of illustrated narratives of war-vessels whose names are now on the Navy List is carried down through those beginning with "C" and "D" to *Encounter* among the "E's," with those names which are not at present in use in tabular appendices. Without counting the latter, there are in these two volumes many hundreds of ships thus dealt with; and the tales of the stirring deeds of British seamen will make a strong appeal to all who love the sea and cherish a regard for those who have braved its perils in the cause of their country. There is much more in these historical records than can be found in the published annals of the Navy; for, although good use has been made of printed books, from many out-of-the-way sources, and from original records, the author has also gathered up curious and attractive items of nautical lore. In this way, he has lightened that more solid store of material of historical and national interest which gives the work an incalculable value to all students of naval matters. Authoritative and comprehensive as is the letterpress, it may be said without



BUILT AT DEPTFORD AND LAUNCHED IN 1573: THE FIRST "DREADNOUGHT" OF THE BRITISH NAVY.
By Permission from Mr. Edward Fraser's "Champions of the Fleet" (Macmillan).
The first "Dreadnought" was a vessel of 450 tons, carried 200 men, and had an armament of 41 guns. She was one of the fleet with which Drake "singed the King of Spain's beard," and fought against the Armada and in many other battles. She was twice rebuilt, and was finally broken up in 1645.
From "The King's Ships."

THE "DREADNOUGHT" THAT FOUGHT AT TRAFALGAR: THE SIXTH VESSEL OF THAT NAME IN THE NAVY—OFF CADIZ IN 1805.
From an Old Painting at the Royal United Service Institution.
The sixth "Dreadnought" was a 98-gun ship of 2111 tons, and had a crew of 750 men. She was launched at Portsmouth on June 13, 1801. Just previous to the battle of Trafalgar the "Dreadnought" took part in the blockade of Cadiz.
From "The King's Ships."

THE KING'S SHIPS.
By Holton Stirling Lecky,
Lieutenant, Royal Navy.
Illustrations Reproduced by Courtesy of the Publisher, Mr. Horace Muirhead.

Dreadnought at the Battle of Solebay in 1672; and the third in the battle off Cape Passaro in 1718. These are contemporary pictures, as is that of the fourth *Dreadnought* as Captain Maurice Suckling's ship in the famous fight off Cape François on Oct. 21, 1757. Nelson at Trafalgar referred to his uncle's battle as a good omen. "The King's Ships" should find a place in every public library and private collection of standard books.

"Customs of the World." There is a fascination about curious customs in these days of dull routine and drab monotony; a symptom, doubtless, of that revolt against the tyranny of the commonplace which to-day finds expression in the craze for dressing-up. A veritable feast of such fascination is provided in the two handsome volumes entitled "Customs of the World" (Hutchinson), in which is bound up the complete work that originally came out in parts. This work, which is edited by Mr. Walter Hutchinson, contains "a popular account of the manners, rites, and ceremonies of men and women in all countries," and is profusely and excellently illustrated. There are in all 31 colour-plates, 5 maps, and 1443 reproductions in black and white, mostly from photographs. Dr. A. C. Haddon contributes an introductory survey, and the title-page bears the names of thirty-three eminent authorities who are among those responsible for the letterpress. The list, which includes Sir Harry Johnston, Sir Sven Hedin, Dr. C. G. Seligmann, Sir George Scott, Sir Richard Temple, and the Earl of Ronaldshay, is a guarantee of the ethnological value of the contents. The work deals much more fully, of course, with primitive and coloured races than with the European nations. The cumulative effect of all the extraordinary illustrations, while broadening the reader's outlook and sympathies, and

CALLED BY DICKENS "THE WOODEN WHOPPER OF THE THAMES": THE TRAFALGAR "DREADNOUGHT" AS A HOSPITAL-SHIP.
After a Picture by W. C. Smith. Engraved by R. W. Price.
"In 1830 the 'Dreadnought' was moored off Greenwich and became the Seamen's Hospital. In 1857 she was taken away and broken up, and the 'Dreadnought' Seamen's Hospital, after using another three-decker, was transferred to the shore in 1870."
From "The King's Ships."

dispraise that to the many the illustrations will probably prove the more attractive feature of the work. They are to be found on every page—pictures of ships, portraits of naval worthies, and representations of battle or storm; nearly all of contemporary date and the handiwork of celebrated marine artists. From many collections the pictures here reproduced have been drawn, some of them for the first time; and in their selection and arrangement, as throughout the book, there is continued evidence of careful research and industry into which the author must have put all his heart. Some idea of the plan of illustration may be obtained from the pictures which are here reproduced. In the story of the nine vessels which have borne the name of *Dreadnought* no fewer than ten pictures are given. Among them we have, besides those given on this page, the second

Photo. Ernest Hopkins.
THE "DREADNOUGHT" IN WHICH KING GEORGE SERVED: THE EIGHTH OF THE NAME, AND THE IMMEDIATE PREDECESSOR OF THE PRESENT EPOCH-MAKING VESSEL.
The eighth "Dreadnought" was a 4-gun twin-screw turret ship launched at Pembroke in 1875. She was of 10,820 tons, 8200 horse-power. Between June 8, 1886, and April 20, 1888, Prince George of Wales, now King George V., served in this ship as a Lieutenant.—[*From "The King's Ships."*]

impressing him with the marvellous diversity of the human species, at the same time leaves on the mind a somewhat bizarre impression. Especially is this the case with the pictures of weird costumes and bodily distortions. In the European section of the work probably the unusual predominates. A nation's ceremonial survivals are not generally typical of its every-day life. One would not base a study of English life on such events as the Hobby Horse procession at Padstow. But with primitive tribes, even their most ordinary proceedings may assume something of the character of a pageant or a pantomime. The customs these volumes describe and depict are more fantastic than any pantomime, and also far more interesting, as representing real scenes from the human comedy. Incidentally, it may be added, they afford a perfect mine of suggestions for fancy dress.

THE NEW RULER IN HIS CAPITAL: THE MPRET OF ALBANIA AT DURAZZO.

Photographs by Leipziger-Presse Büro, Trampus, and Meraner.

IN A PALACE WHICH IS SAID TO BE RAT-INFESTED: THE SALON OF THE PRINCESS OF ALBANIA IN THE KONAK AT DURAZZO, CAPITAL OF THE NEW STATE OF ALBANIA.

THE SIMPLE HOME OF THE PRINCE AND PRINCESS OF ALBANIA IN THE CAPITAL OF THE NEW STATE: A VIEW IN THE RECEPTION-ROOM OF THE KONAK AT DURAZZO.

IN THE CHIEF STREET OF DURAZZO: PART OF THE CROWD WHICH WELCOMED THE NEW RULER.

WITH ALBANIAN NOTABLES, INCLUDING ECCLESIASTICS, IN THE FOREGROUND: OFFICIALS AND PROMINENT PEOPLE OF DURAZZO GATHERED TO WITNESS THE ARRIVAL OF THE FIRST RULER OF THE NEW STATE OF ALBANIA.

WELCOME TO THE NEW RULER: GUNS WHICH FIRED A SALUTE FOR THE NEW EUROPEAN SOVEREIGN.

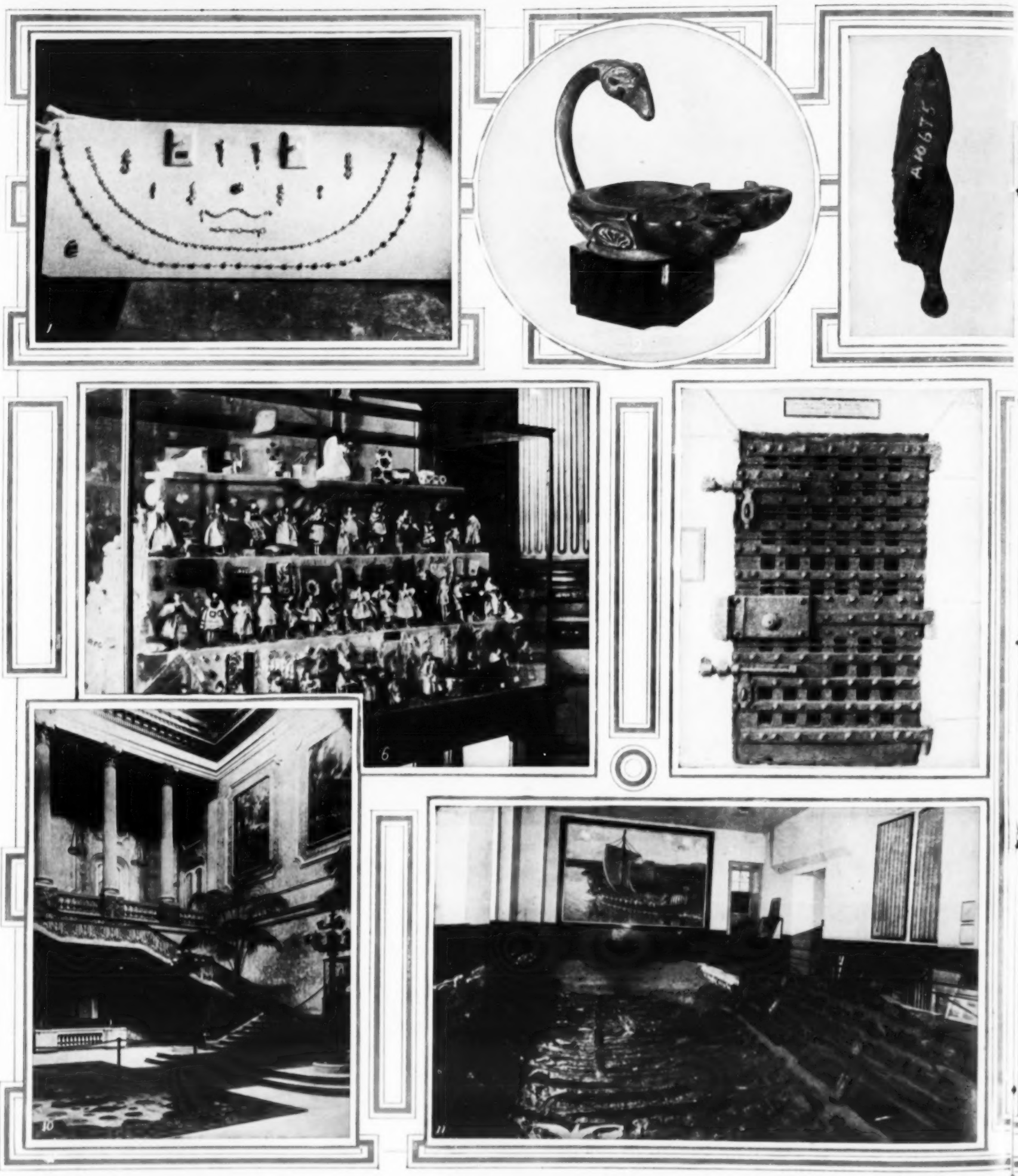
A NEW SOVEREIGN IN EUROPE AND RULER OF A COUNTRY WHICH HAS BEEN DESCRIBED AS ALMOST AS LITTLE KNOWN AS AFGHANISTAN: THE MPRET OF ALBANIA AND HIS WIFE ON THEIR ARRIVAL AT DURAZZO ON MARCH 7.

SHOWING ESSAD PASHA WEARING A LIGHT FEZ: A GROUP FROM THOSE AWAITING THE ARRIVAL OF THE NEW RULER OF ALBANIA.

The new ruler of Albania arrived at the capital, Durazzo, accompanied by his wife, on March 7. He was welcomed by the chief officials of Durazzo and Valona, the Mayor, Essad Pasha, the Prefect of Durazzo, the Dutch General of the Albanian Gendarmerie, the Consular body, and the leading ecclesiastics, as well as, later, by the people. Salutes were fired by the war-ships and the land batteries. At night, the festivities ended by a general illumination of the city; and fireworks were let off on the sea-front. Meantime, it continues to be evident that the new Sovereign in Europe has a very difficult time before him. Apart from outside questions, it may be remembered that Albania has been described as being almost as little known as Afghanistan, and it has been said of it that there is no other country with which it may so well be compared. It is pointed out, as an example, that in Central Albania, as among the Pathans, the land is so throttled by the blood-feud that ordinary human intercourse is almost impossible. In the last photograph Essad Pasha is seen wearing a light fez. On the right is the Dutch General of the Albanian Gendarmerie. On the left is Austria's representative.

LONDON'S MUSEUM OF HER OWN HISTORY IN A NEW HOME:

Ten Photographs Specially Taken for "The



1. BURIED NEAR ST. PAUL'S IN ELIZABETHAN OR JACOBEAN TIMES: JEWELLERY FROM OLD LONDON.
2. FOUND IN THE THAMES AT GREENWICH: AN OLD BRONZE LAMP.
3. REMARKABLE BECAUSE OF THE TYPE USED IN FRANCE AND SWITZERLAND: RAZORS OF UNUSUAL FORMS FOUND IN THE THAMES.
4. OF THE STONE AGE AND THE BRONZE AGE: STONE HAMMERS, FOUND ON THE SITE OF A PILE DWELLING AT BRENTFORD; A BRONZE AXE AND A BRONZE CHISEL.
5. EXAMPLES OF WARE PRODUCED FROM 1745 UNTIL 1769: CHELSEA PORCELAIN.
6. ALL DRESSED BY QUEEN VICTORIA: DOLLS FROM HER LATE MAJESTY'S COLLECTION.
7. A RELIC OF A VERY FAMOUS LONDON GAOL: THE MAIN ENTRANCE-DOOR OF NEWGATE.

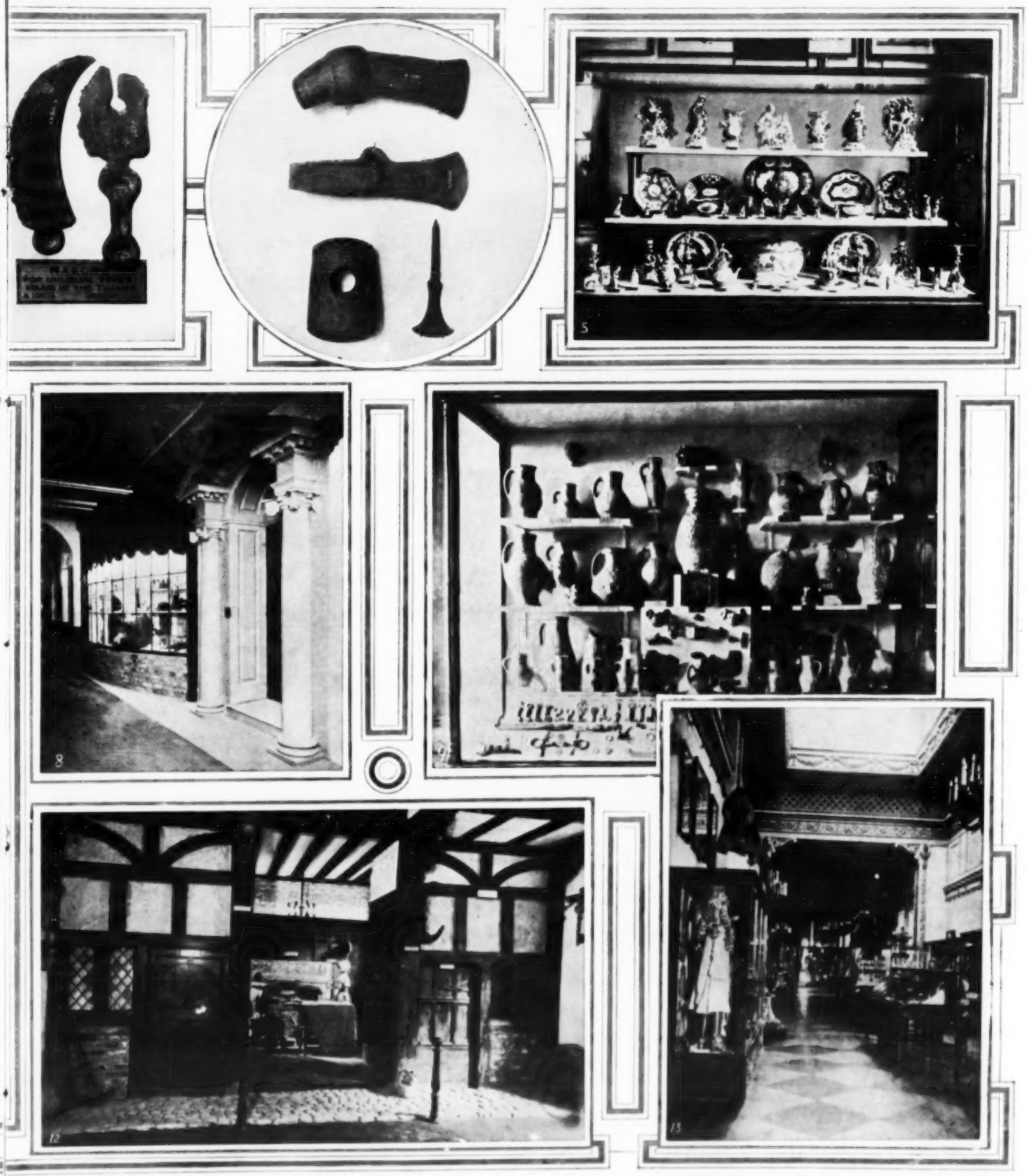
The London Museum is now in Stafford House. The King and Queen arranged to visit it in its new home on Friday, March 20, and, nothing unforeseen occurring, it will be opened to the public on Monday, March 23. The collection comes, soon after its formation, from Kensington Palace. It grew so rapidly there that the restricted space could not accommodate everything; the lighting, moreover, was bad. Stafford House, which has been altered somewhat structurally, makes a far finer home for the treasures, all of which are, as it were, object-lessons in history and, particularly, in the history of London. The arrangement of the exhibits is chronological. In the first room, for instance, are relics of London of the Earlier and Later Stone Age, of the Bronze Age, and of the Iron Age. Amongst the things on show there are, it need not be said, a number which are of outstanding interest. We have room here to mention but two points. First of all, there are to be seen those remains of an ancient Roman boat, the first to be discovered in this country, which were found.

ME:

OR "THE

ITEMS FROM THE COLLECTION NOW IN STAFFORD HOUSE.

ILLUSTRATED LONDON NEWS"; THREE BY PHOTO PRESS.



8. REMOVED FROM LINCOLN'S INN FIELDS: A SEVENTEENTH-CENTURY TOY-SHOP.
9. DATING FROM THE FOURTEENTH AND FIFTEENTH CENTURIES: POTTERY, PERSONAL ORNAMENTS, KEYS, ETC.
10. THE FINE WAY INTO THE LONDON MUSEUM'S NEW HOME: THE ENTRANCE-HALL OF STAFFORD HOUSE.
11. FOUND ON THE SITE OF THE NEW COUNTY HALL: REMAINS OF A ROMAN BOAT.
12. FROM VARIOUS PLACES: AN EIGHTEENTH-CENTURY STREET SCENE—DOORWAY FROM BROMLEY-BY-BOW AND FULHAM; THE RISING MOON SIGN FROM HOLYWELL STREET; AND THE INTERIOR FROM CHURCH ROW, FULHAM.
13. INCLUDING THE EDWIN ABBEY COLLECTION: DRESS IN THE COSTUME-ROOM.

buried under twenty feet of mud, during the excavations for the new County Hall for the London County Council. The vessel was about fifty feet long and sixteen feet in beam, and shows signs of having been destroyed and sunk. Amongst various articles found in it were three coins marking its age; and, doubtless, it formed part of the first British Fleet ever built, that of Carausius, the Roman Admiral who fitted out a fleet of galleys against Northern pirates, and, in 286 A.D., set himself up as Roman Emperor in Britain, where he ruled for seven years. It may be mentioned also that there are on show a number of examples of gold and silversmith's work which, either in Elizabethan or Jacobean times, were buried at a spot near St. Paul's Cathedral. There were found rather over a year ago, and five of the articles are now in the British Museum, in a case in the Gold and Gem Room for the display of "Anglo-Saxon, Foreign, Teutonic, and Later Jewellery." The remainder are those pieces now in the London Museum. The London Museum owes its new home to the generosity of Sir William Lever.

"Birkenhead" Discipline in the Training-Ship Fire: The "Wellesley" Burning in Shields Harbour.

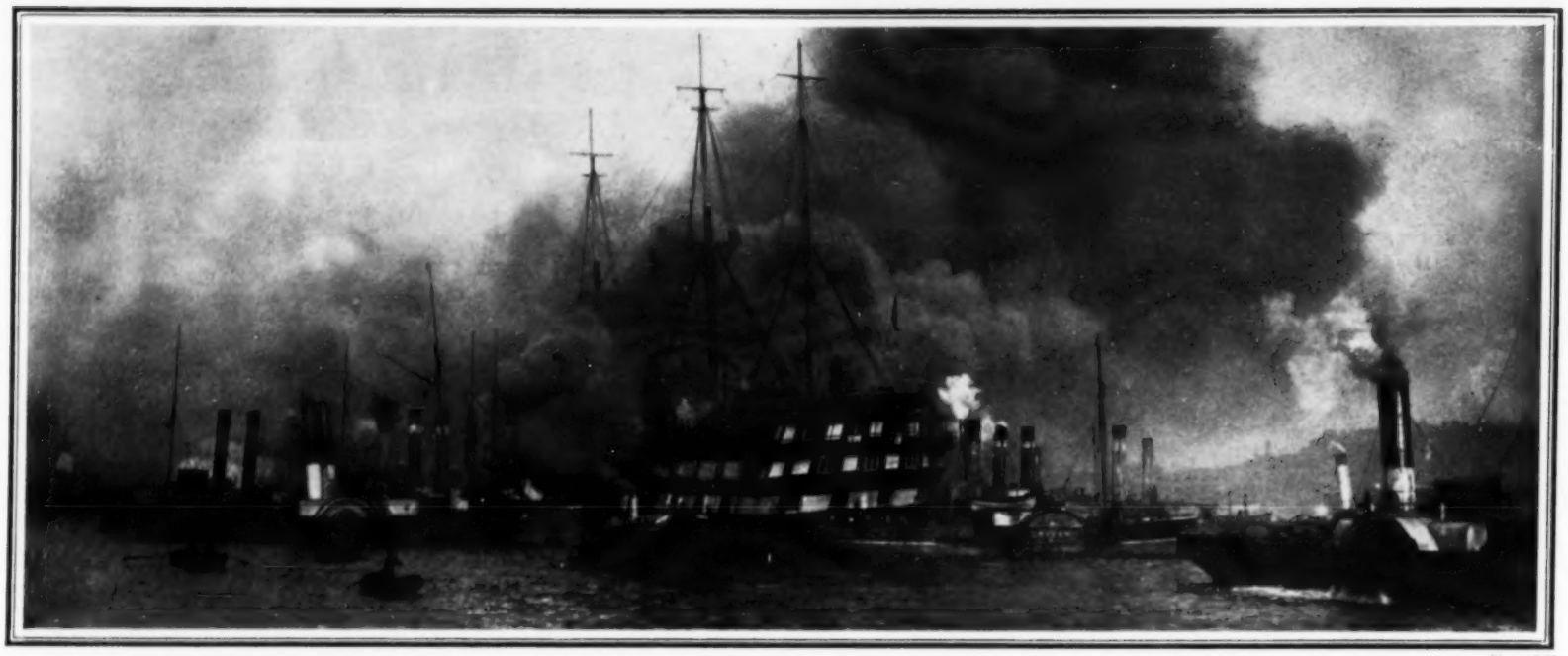


Photo. C.N.

THE FIRE FROM WHICH 300 BOYS ESCAPED: THE "WELLESLEY" TRAINING-SHIP, ONE OF THE LAST OF THE "WOODEN WALLS," ABLAZE.

Through excellent discipline, and a spirit such as that which animated the troops on board the "Birkenhead" when she went down, the 300 or so boys on board the training-ship "Wellesley" in the Tyne were safely removed when the vessel was destroyed by fire on the 11th. She eventually sank. There were several instances of heroism on the part of the boys in helping comrades from places of danger. Four who were trapped in the carpenter's shop were only rescued by the woodwork of a window being cut away. The "Wellesley," formerly H.M.S. "Boscawen," was built at Woolwich and launched in 1844.

In the Track of "White Wolf": In a Chinese Town Sacked by the Brigands.

LIUANCHOW AFTER IT WAS SACKED BY "WHITE WOLF": A VIEW FROM OUR CORRESPONDENT'S VERANDAH LOOKING SOUTH.

SHOWING A NUMBER OF BURNT-OUT HOUSES IN LIUANCHOW: A VIEW FROM THE SAME VERANDAH LOOKING NORTH-WEST.

A CORRESPONDENT, who was the only Englishman who witnessed the scenes he describes, writes to us from Shanghai: "The notorious 'White Wolf' and his band of robbers crossed from the Honan province, and attacked the city of Liuanchow, Anhwei, at daybreak on January 25. Within an hour his men were screeching along the streets: 'The Old White Wolf has entered the city. All keep quiet in your houses.' The three hundred soldiers in the city had only arrived the day before; so when some of the robbers who had been 'performing' in the city for a few days shot at these from behind, the soldiers declared the city people were treacherous and fled outside the North Gate. Thus the robbers could all come in at the South Gate and begin work. Before 10 a.m. they had set fire to many places; and as a strong S.E. wind was blowing all that and the following day, the city was soon devastated. All the business houses were gutted. About nine-tenths of the city was burnt. A mere fringe of poor houses from south to north via the East Gate was left. It was windward of the fire and the camping-place of the brigands. 'Ravishing, looting, burning, and killing' were the methods used. One Roman Catholic priest was shot and killed; two more were carried off some thirty miles west and then allowed to return; while a fourth escaped to the temple of the god of war. Fifty-two hours was the length of their stay, but it will not be forgotten in fifty-two years."

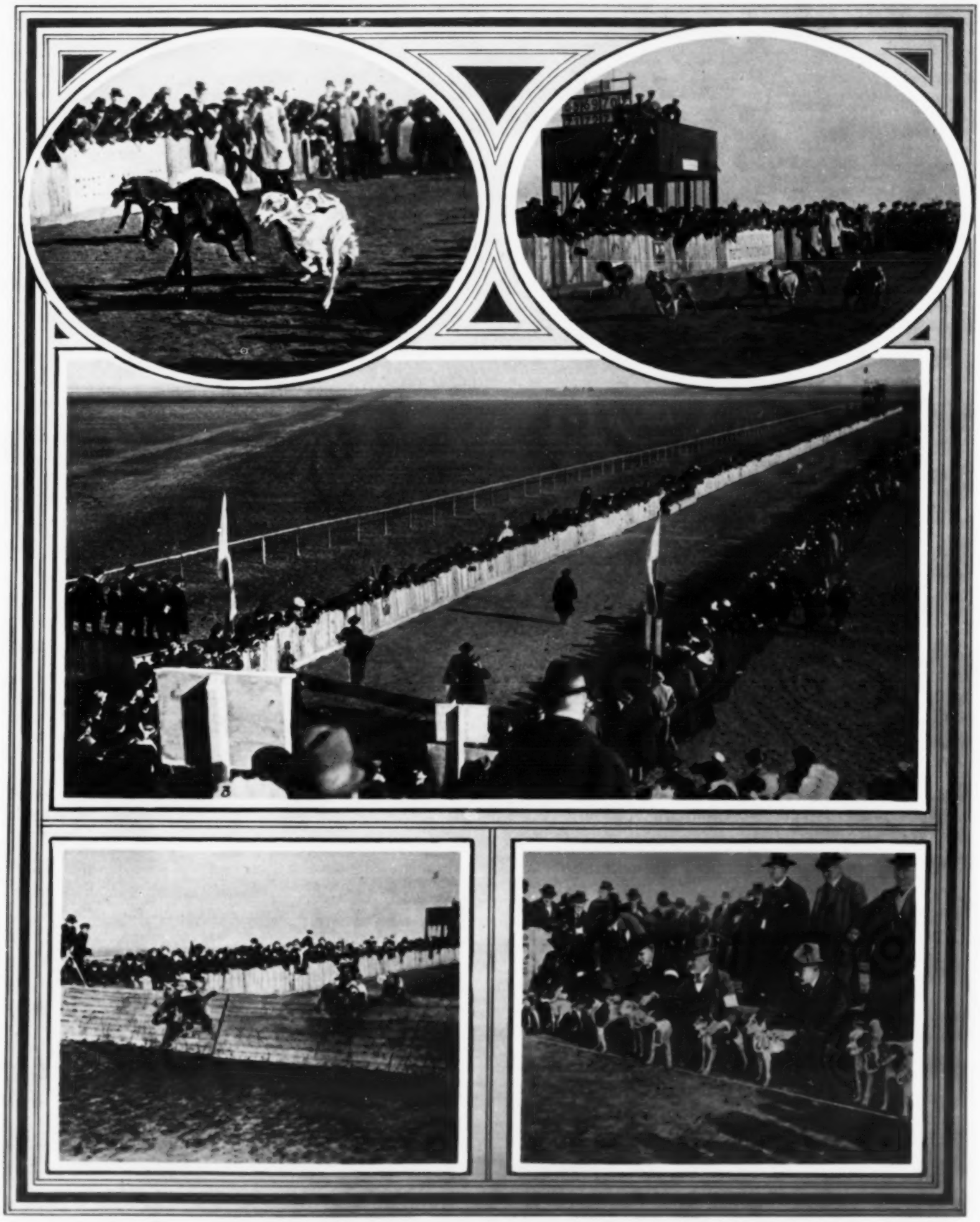
GUTTED RUINS IN LIUANCHOW: A VIEW LOOKING NORTH FROM THE DRUM TOWER.

SEEN FROM A CORNER OF THE MAIN STREET IN LIUANCHOW: RUINED BUILDINGS.

Early in February the depredations of "White Wolf" and his band of brigands began to be seriously regarded by the Chinese Government. "White Wolf" himself is a discharged officer of the Chinese army, and among his desperadoes are many other ex-army officers and men. At the time of the revolution, it is said, he offered to support the Republic, but a provincial Governor foolishly executed his messengers, and "White Wolf," enraged, turned bandit. He began in the province of Hupeh, and marched through Honan and Anhwei, attacking and pillaging one town after another. His force is variously estimated at between 1000 and 6000 men. Our correspondent quoted above mentions that at Liuanchow he himself attended to over 300 wounded. The bodies of 97 Chinese soldiers were found outside the North Gate. The brigands, he says, were fantastically dressed, and their screeching and their agility in climbing buildings had a paralysing effect on the inhabitants.

RACING BOXERS AND OTHER DOGS: A NEW SPORT FOR GERMANY.

PHOTOGRAPHS BY INTERNATIONAL ILLUSTRATIONS VERLAG, AND NEWSPAPER ILLUSTRATIONS.



1. A "WINDHUNDE" RACE.

2. BOXERS RACING.

3. DURING WHAT ARE DESCRIBED AS THE FIRST RACES FOR THOROUGHBRED DOGS IN GERMANY: THE COURSE—217 YARDS LONG AND 11 YARDS WIDE.

4. AN OBSTACLE-RACE FOR DOGS: TERRIERS TAKING A HURDLE.

5. THE START OF A RACE FOR DOGS: FOX TERRIERS ON THE LINE.

The German has taken to dog-racing and, according to the "Berliner Lokal-Anzeiger," the contests recently held at the Leipzig Aerodrome, at Mockau, were the first races for thoroughbred dogs held in Germany. It will be noted that the German does not intend to confine the competitions to the breeds usually utilised for the purpose here. For example, he will race boxers, of the breed shown in Photograph No. 2. For all that, it must be noted that each race on the occasion mentioned was limited to dogs of a particular kind. The boxer, to which we have already referred, is well known in Germany and Holland, and, after the dachshund, is the most popular dog in Germany. He is a "terrier" of bull-dog character, though he is less "bull-doggy" than he was. The height for dogs is 21½ inches; and that for bitches, 20 inches.

PITY THE BLIND: LITERATURE, ART, MUSIC, AND GAMES

Photographs Specially Taken for The

THE King and Queen arranged to open the new buildings of the National Institute for the Blind, in Great Portland Street, London, on March 19. A powerful appeal for a sum sufficient to complete and equip these buildings and to secure an adequate Maintenance Fund is being made. In all, some £30,000 is urgently needed for the buildings; and it is hoped that at least £100,000 will be secured for the Maintenance Fund. It gives us great pleasure to give publicity to this fact, in the hope that many readers of "The Illustrated London News" will find it in them to subscribe to a work whose value cannot be overrated. Amongst other things, a particular endeavour is to be made in the new premises to produce much more cheaply than hitherto books in Braille, to say nothing of pictures in Braille and games in Braille, which have necessarily been very expensive in the past. The Institute, indeed, will print and distribute Braille embossed books, magazines, and newspapers covering almost the complete

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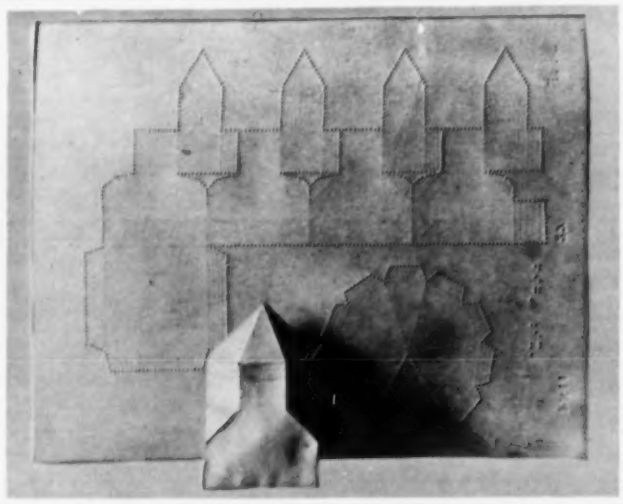
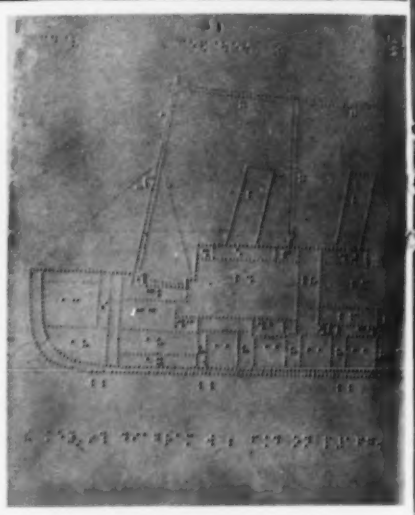
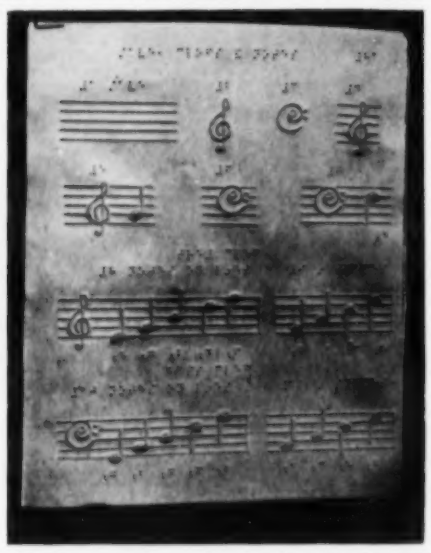


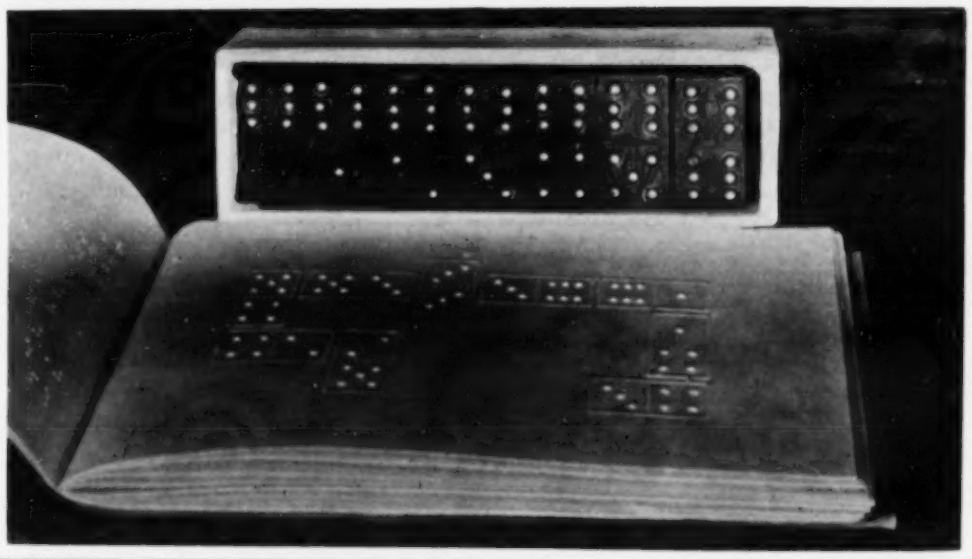
A Braille Toy for a Blind Child—In Sheet and Complete.



A Modern Liner in Braille.



A Page of Raised Musical Signs and the Braille Equivalents.



A Page from a Braille Book of Games; and Braille Dominoes.

A Braille Artist Punching a Design for the Blind.

sunshine.[3] There are a few trades and professions in which the blind are able to make a living. There are over sixty blind organists in this country, and some of them are amongst the most accomplished in the world. There are blind men who are famous as scientists and mathematicians; and in the humbler walks of life it is the fact that blind typists are as quick and as accurate in taking Braille shorthand notes by a specially devised and ingenious machine,

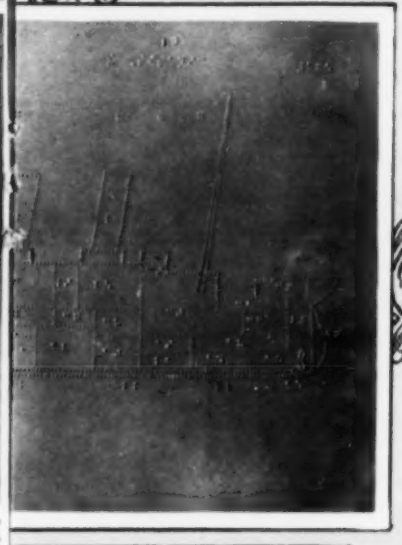
A Blind Reader Correcting Braille Plates by Touch.

WORK DONE BY THE NATIONAL INSTITUTE FOR THE BLIND, WHOSE NEW BUILDINGS THE KING AND QUE

With regard to the photographs here reproduced, we give the following additional notes: (1) The flat design in Braille is cut out by the blind child and made into the shape shown in front of the sheet design. (2) Every part of the liner is described in Braille. (3) Each "joint" of the bull is described in Braille. Such Braille outlines as this are of much importance when it is remembered that, to give a concrete case, a blind child imagined until it had such a diagram as this that the feet of oxen were exactly as were his own. (4) A book of music in Braille looks like a book of ordinary Braille reading matter. Sheets such as that illustrated are made that the blind teacher may realise the musical signs used by those who have sight. (5) In the Braille book of games, dominoes are shown with their pips, edges, and dividing lines raised. The pips on the dominoes themselves are brass studs. The game is described in Braille in the book. (6) This gives an idea of how much space is taken up by books in Braille. (7) This portrait of Prince Louis of Battenberg in Braille was done specially for "The Illustrated London News." (8) The artist is shown making a plate for a Braille diagram. (9) The blind "reader" seen correcting Braille plates is John Andrew Ford, the first

MES FOR THE SIGHTLESS—SUBJECTS OF A GREAT APPEAL.

TAKEN FOR "THE ILLUSTRATED LONDON NEWS."



RAILLE — WITH ITS PARTS TITLED.

A BULL IN BRAILLE — TITLED IN BRAILLE AND JOINTED.

2

field of instruction and entertainment. To repeat a point, for emphasis, we may quote something of a very illuminating official statement: "Braille publications, by reason of their necessarily great bulk and the tedious and complicated processes by which they have to be produced, cost infinitely more than books that are made for sighted folk. For example, a copy of 'Ivanhoe' in Braille runs into six thick foolscap volumes, and actually costs 19s. 6d. to produce. Now blind people as a rule are very poor. Literature should be cheaper and more easily obtainable for them than it is for those with sight, for it means more to them. Give them books which they can be easily taught to read, and they will do much to equip themselves for the battle of life, and enjoy themselves much more nearly to the same degree as can sighted folk. 'Now that I have books to read,' wrote one blind deaf woman, when offering thanks for the gift of some books, 'I feel like a girl who has been led out of a dark room into the beautiful

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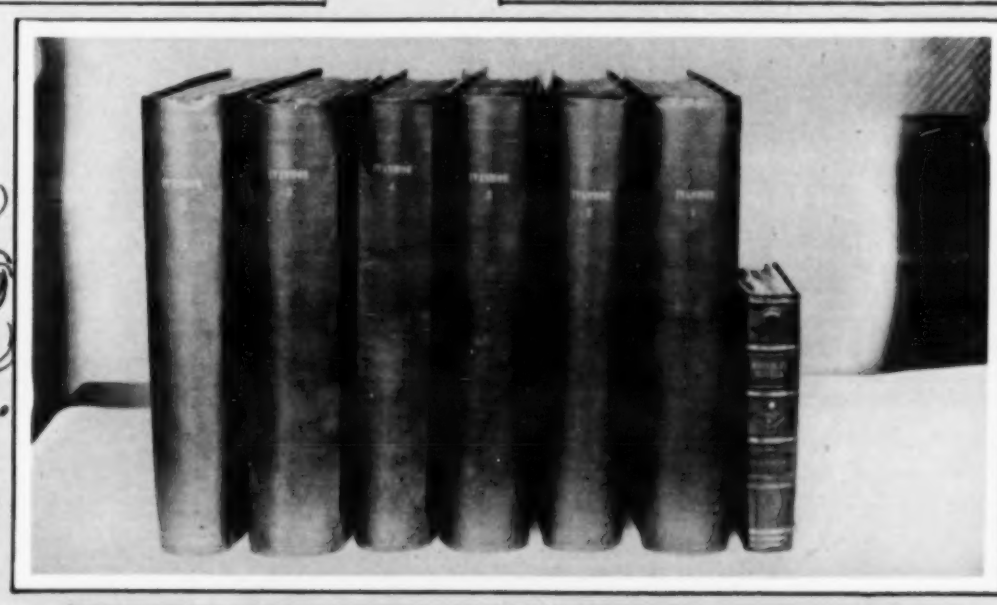
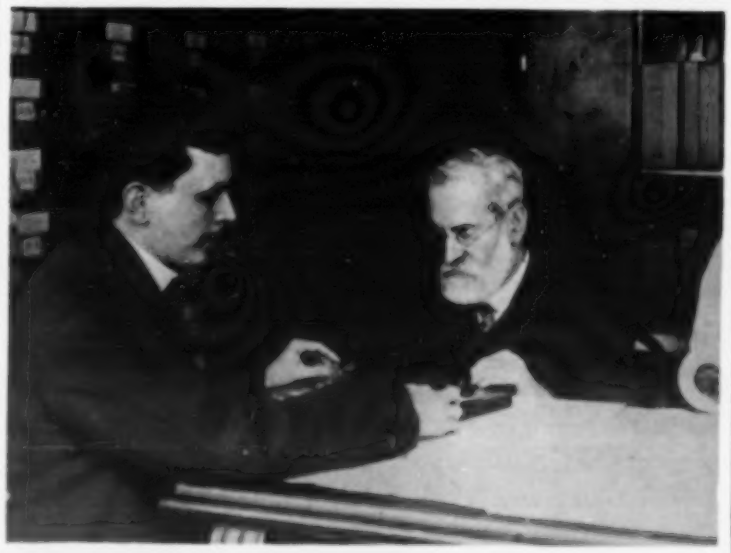


"IVANHOE" IN THE USUAL FORM; AND THE SAME BOOK IN BRAILLE.

A PORTRAIT OF PRINCE LOUIS OF BATTENBERG IN BRAILLE.



BLIND PEOPLE PLAYING CHESS — ROUND V. POINT.

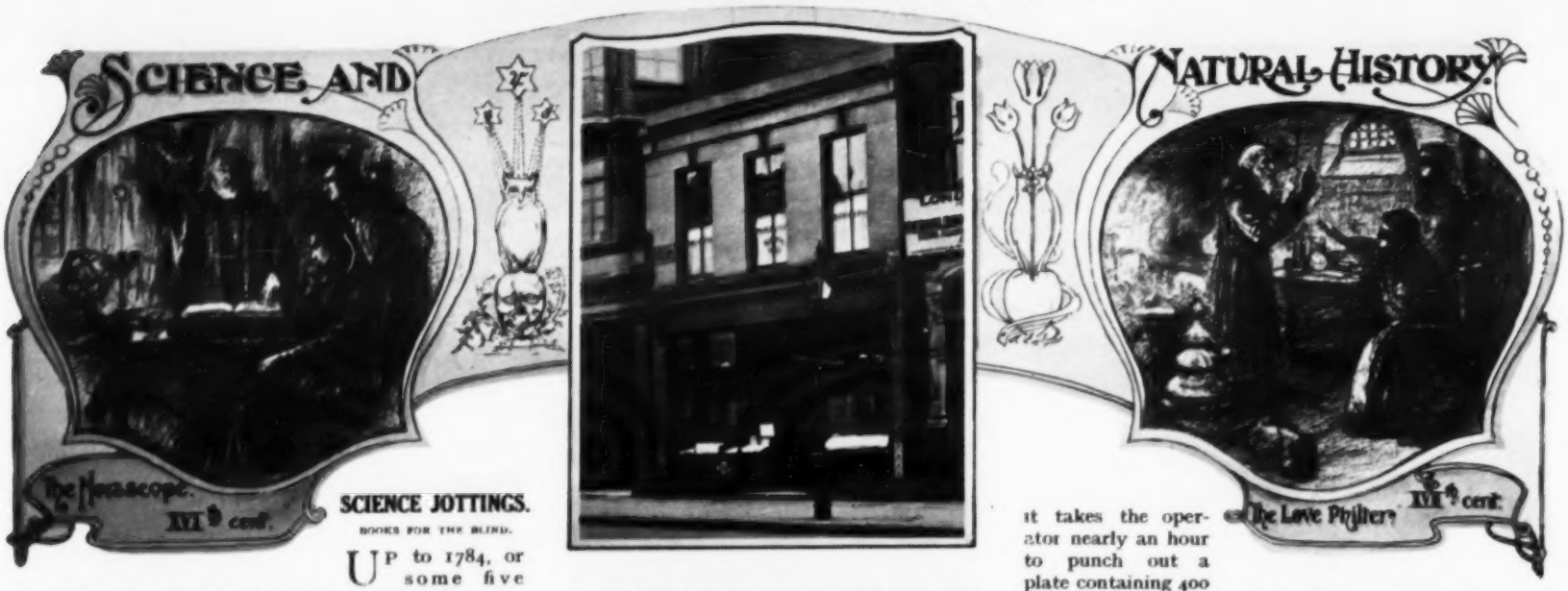
4

and transcribing them on an ordinary typewriter, as the average correspondence clerk, The Institute is by far the largest publishing house of literature for the blind in the Empire — indeed the only publishing house working on a large scale with the aid of machinery. Every book printed in Braille has to be sold at a price prohibitive unless there is to be a heavy loss on it, and that loss can only be made good by the kindness and liberality of the public."

A BLIND SHORT-HAND WRITER USING HER SPECIAL MACHINE.

AND QUEEN ARRANGED TO OPEN ON MARCH 19: BOOKS AND PICTURES, MUSIC AND GAMES, IN BRAILLE.

man to "punch" the Bible in Braille, a work which took him three and a-half years. (10) The chessmen used by the blind are placed in holes on the chessboard, so that there may be no risk of their being knocked out of position. One set of the men has points on the top of each piece; the other set has a round knob on each piece; by this means the players are enabled to know their own pieces. (11) The blind shorthand writer uses an ingenious machine by which from 120 to 160 words a minute can be taken down. The operator uses an ordinary typewriter with great ease, and very seldom makes even the slightest mistake. To these details it may be added that the cost of the plates for a Braille book of average size is £25, and it takes an operator about an hour to punch out by machinery a single two-page plate of 400 words. With regard to John Andrew Ford, who hammered out the first English Bible in Braille, it may be said that he is sixty-one. In earlier life he was a printer's compositor in London. In 1875 he lost his sight, and then learned the Braille system. His Bible was done by hand, and involved twenty million blows, the punch having to be struck three times with the hammer for each dot. This Braille Bible consists of thirty-nine bulky foolscap volumes.



SCIENCE JOTTINGS.

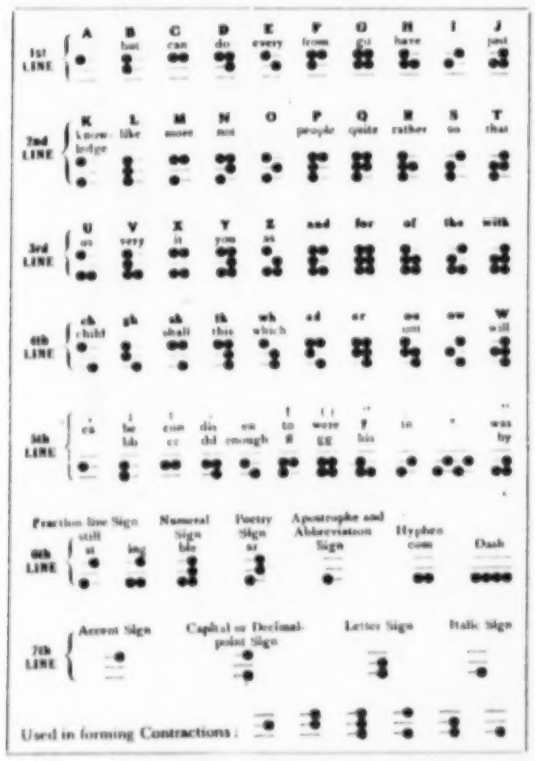
BOOKS FOR THE BLIND.

UP to 1784, or some five years before the French Revolution, those who were either born blind or who had become so at an early age were looked upon as unable to read or write, and were cut off from their fellows by a wall almost as impassable as that which separated the mentally weak from the rest of mankind.

TO BE REPLACED BY THE BUILDING THE KING AND QUEEN ARRANGED TO INAUGURATE ON THURSDAY, MARCH 19: THE OLD BUILDING NOW OCCUPIED BY THE BRITISH AND FOREIGN BLIND ASSOCIATION.

Photograph taken for "The Illustrated London News."

In that year, however, Valentin Haüy set to work to prove that even children born blind were as capable of education as any others; and with the practical genius of his race, he proceeded to give it to them by means of books printed in raised type, which they could follow with their fingers instead of with their eyes. As, however, most great discoveries come by the road of trial and error—or, in other words, people see men as trees walking before they see them as men—Valentin Haüy made the mistake of using the ordinary alphabet and casting his letters solid. Although this was a great step in advance, and his pupils learned to read, they did it so slowly that it was impossible to teach them through the written word; and the education of the blind was therefore still confined strictly to word of mouth. The difficulty was not really overcome till Louis Braille, who had himself been blind from the age of three, and had been brought up at the National Institution for Blind Children in Paris, invented the Braille alphabet, which has given the blind a new means of communicating with the outer world.



ENABLING THE BLIND TO READ LITERATURE THROUGH THE AGENCY OF THE FINGER-TIPS: THE ALPHABET OF THE BRAILLE SYSTEM OF EMBOSSED POINTS, REPRESENTING LETTERS.

It was in 1829 that Louis Braille, himself blind and a pupil in the Institution des Jeunes Aveugles, Paris, invented what is now known as the Braille Alphabet for the Blind: that is, an alphabet whose characters are formed by varying combinations of six points (⠿) placed in an oblong, of which the vertical side contains three and the horizontal two points. Of the six points, there are sixty-two possible combinations.

(*Continued opposite.*)

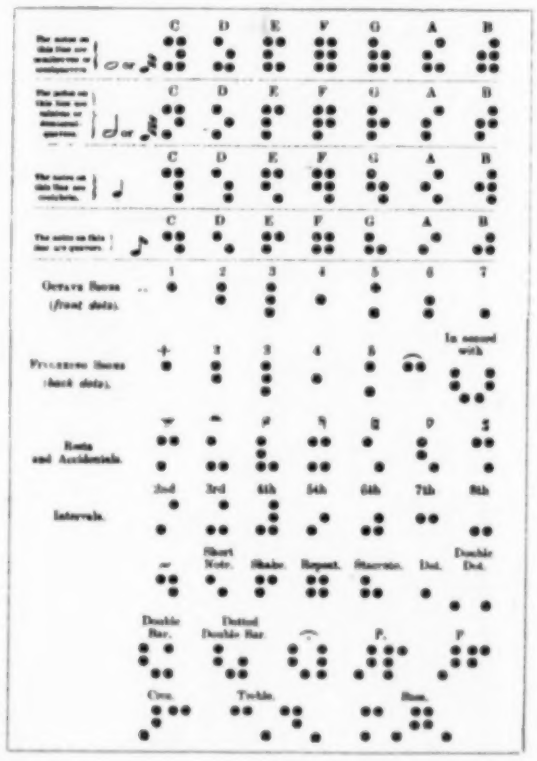
This alphabet is of a simplicity and an ingenuity which may even lead to its superseding, as M. Pierre Villey hints in his excellent book, "Le Monde des Aveugles," the ordinary A B C even for those who are gifted with sight. Each letter is represented by certain changes in a combination of six raised dots, arranged in two columns of three each. Thus (as shown in the left-hand diagram on this page), in the letter A, only the top dot in the left-hand column is raised, while the five others are omitted. In the letter B, the two first dots in the left-hand column are raised; in the letter C, the two dots at the head of each column; and so on. By this means, it has been found possible to use an alphabet not like our ordinary one of twenty-six, but of sixty-three characters, including therein all accented vowels, punctuation marks, mathematical signs, and the like; while a similar process is applied to music. The use of this alphabet is so quickly learnt that M. Villey gives an instance where two children in a normal school, purposely chosen as of merely average intelligence, succeeded in deciphering in half-an-hour a letter of two pages written in Braille characters, which they saw for the first time. These children, of course, worked by sight and not by touch; but the reading of Braille characters by touch is nearly as easy, the great point about it being that the whole letter is understood directly the finger of a trained person is laid upon it, without its being necessary for him to trace its outlines as in the case of ordinary type.

The one drawback to the use of Braille type is its costliness. Each dot has to be impressed on a zinc plate forming the mould, and, in spite of the use of ingenious machinery, this process is so lengthy that it takes the operator nearly an hour to punch out a plate containing 400 words. Moreover, the book when completed is at once both heavy and bulky, and a copy of Scott's "Ivanhoe" in Braille type fills six thick foolscap volumes costing nearly a sovereign apiece. Such prices are, of course, quite beyond the reach of any but a few blind people, most of whom are excessively poor; and it is therefore plain that the books needed for the education of the blind must always be supplied at the cost of others.

A NEW EPOCH IN THE HISTORY OF THE BRITISH AND FOREIGN BLIND ASSOCIATION, NOW TO BE CALLED THE NATIONAL INSTITUTE FOR THE BLIND: THE BUILDING IN GREAT PORTLAND STREET WHICH THE KING AND QUEEN ARRANGED TO INAUGURATE ON MARCH 19.

The King and Queen arranged to open the still unfinished building of the National Institute for the Blind on the 19th inst., and so, as it were, to set their seal on a new endeavour to ameliorate the lot of the sightless. The chief object of the transference into larger premises is that room may be obtained for producing literature for the blind in quantities and at a price hitherto impossible. The importance of this need not be further emphasized when one has said that there are 34,000 stone-blind people in Great Britain and Ireland.

It is for this reason that the National Institute for the Blind—whose new buildings in Great Portland Street will, it is hoped, be opened by the King and Queen before these lines are in print—are now making an appeal to the public. Its object is the printing and distribution among the blind of books and music in embossed type, besides taking other steps for their education and assistance. It requires £30,000 to complete the equipment of the building, and it will be a national disgrace if the countrymen of John Milton and Henry Fawcett allow such an institution to languish for the lack of so comparatively trifling a sum. The national care of the blind has also been brought before Parliament during the present month, but it is hardly likely to receive adequate attention at the present political crisis.



ENABLING THE BLIND TO READ MUSIC THROUGH THE AGENCY OF THE FINGER-TIPS: THE BRAILLE SYSTEM OF EMBOSSED POINTS REPRESENTING MUSICAL SIGNS.

(*Continued.*)

The letters as represented by points are embossed on paper and are read through the agency of the finger-tips. The Braille system for literature, as well as that for music, was brought into general use in England by the late Dr. T. R. Armitage. Writing in the ordinary Braille frame is from right to left, and all the signs must be reversed accordingly, in order that when the paper is turned over the reading may be from left to right.

As to the part played in the education of the blind by Braille-printed books there can be no doubt whatever. The well-known cases of Helen Keller and of Laura Bridgman will be familiar to everybody. Not less evident is the utility to the State of such education.

F. L.

RIVALRY IN MID-AIR: REMARKABLE TRICK-FLYING AT HENDON.

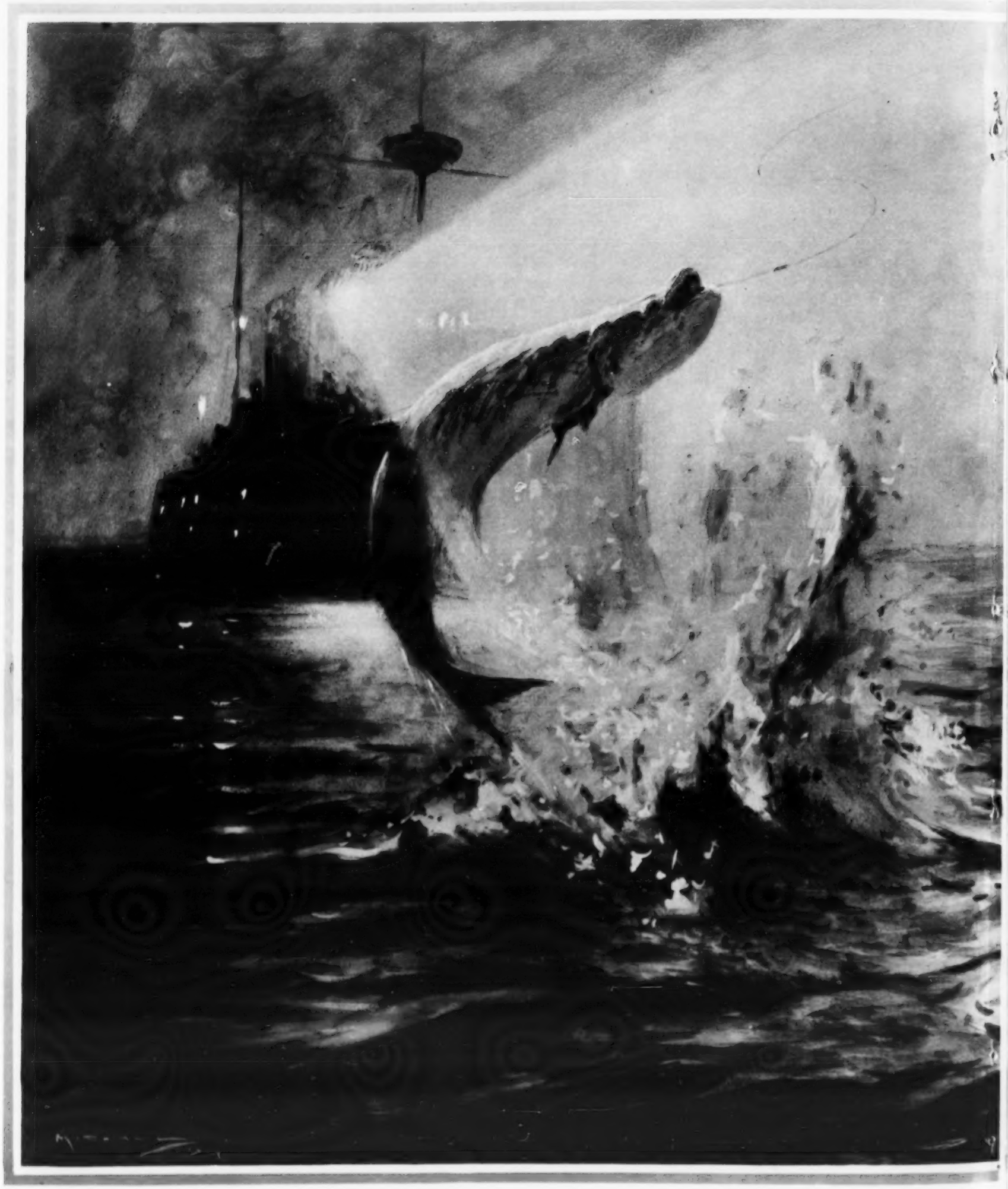
DRAWN BY OUR SPECIAL ARTIST, C. FLEMING WILLIAMS.

PLACING THEIR AEROPLANES IN "IMPOSSIBLE" POSITIONS: MESSRS. HAMEL AND HUCKS SHOWING THEIR ASTONISHING SKILL—THE FORMER MAKING A TAIL-DIVE; THE LATTER FINISHING A LOOP.

What has been described in some quarters as a "duel" in the air took place the other day at Hendon when those two most skilful pilots, Messrs. Hamel and Hucks, performed an extraordinary series of evolutions, rivalling one another in their daring. Hamel flew a black Morane-Saulnier; Hucks, a white Blériot. In the drawing Hucks is seen, in the background, finishing a loop. In the foreground Hamel is making a tail-dive, flying backwards. Describing his drawing, Mr. Fleming Williams writes: "What sane person of two years ago would have dared to suggest that men would not only fly in all winds and weather, but vie with each other in placing aeroplanes in the most 'impossible' and dangerous positions, just to have the pleasure of extricating themselves from the 'tangle'? For that is what Hamel and Hucks do. Hucks is more consistent; he does his loops regularly and methodically, but Hamel just lets himself go, flings his aeroplane about, right side up, down side up, side falls, tail-dives. His method of executing a tail-dive is to make the machine bob vertically till she loses way and begins to slide back; this is allowed to continue till she has gathered sufficient way to enable the elevators to force the tail up again. When the machine has chased backwards as far as she will go, Hamel then dives and regains control."

CATCHING A SIX-FOOT-THREE FISH UNDER THE

Drawn by A. C. Michael from

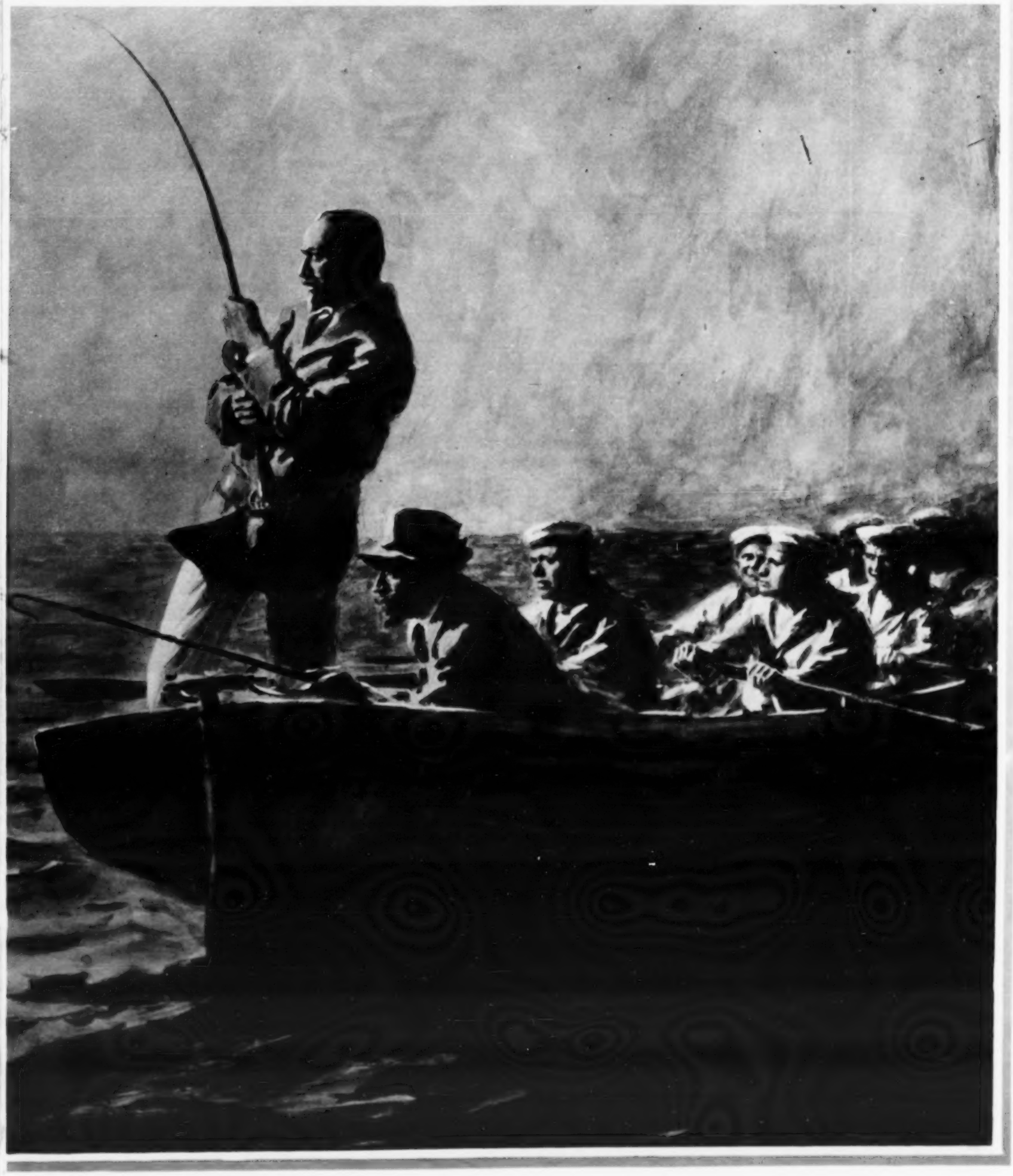


SPORT WITH THE NAVY AT TAMPICO DURING THE FIGHTING IN MEXICO: ADMIRAL CRADOCK

Lieutenant Hicks, who sent us the sketch from which this drawing was made, writes of the subject: "Tampico, as many of your readers will know, is one of the best tarpon-fishing places in the world, and the officers of the Fourth Cruiser Squadron naturally seized the opportunity, while lying there, to 'try their hands' at securing one of these magnificent fish. Admiral Cradock was successful in hooking a fine fish at sundown two miles up the river, and eventually gaffed it under the rays of the 'Hermione's' searchlight after playing

RAYS OF A BRITISH WAR-SHIP'S SEARCHLIGHT.

A Sketch by Lieutenant Hicks.

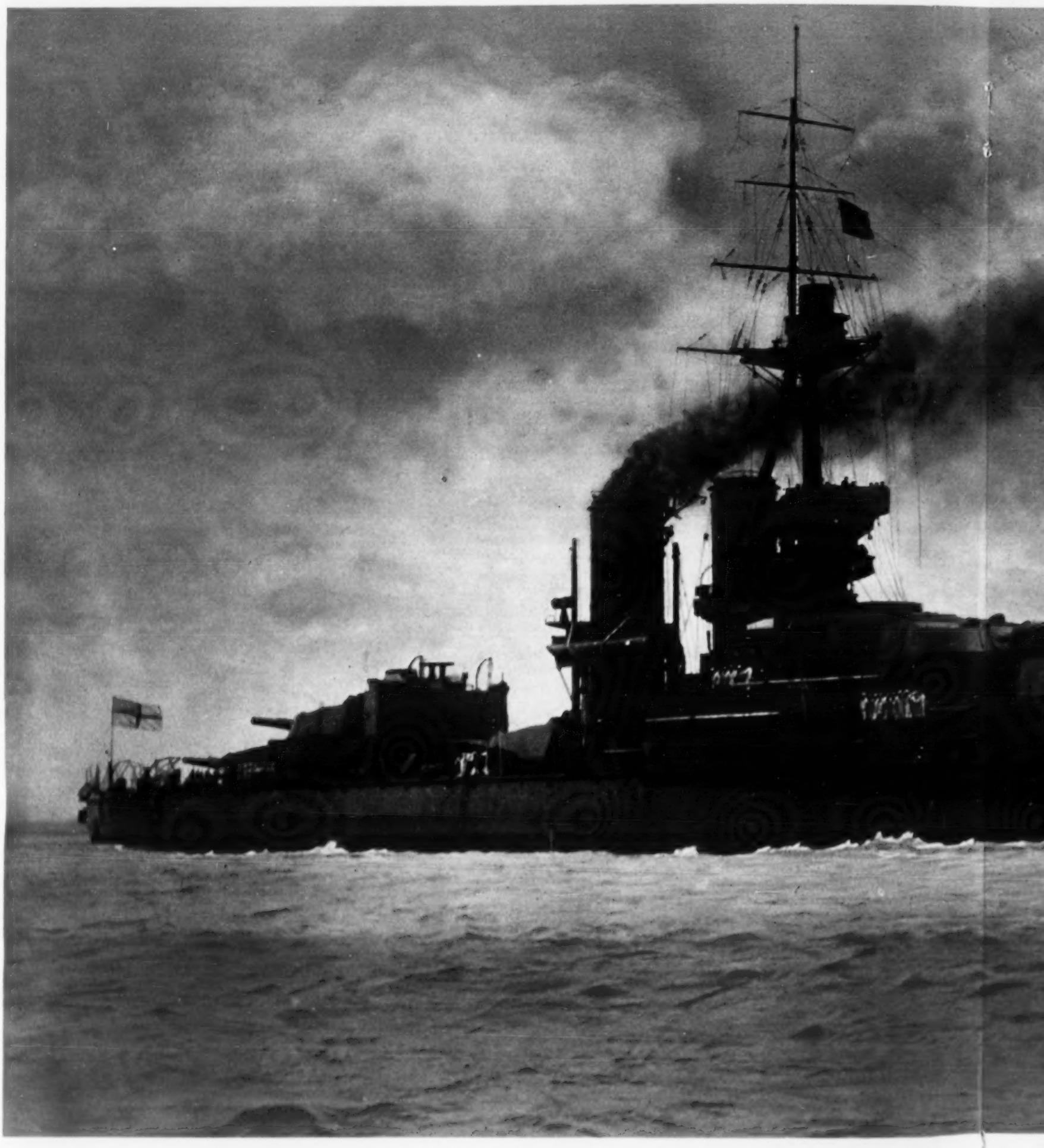


SECURING A 120-POUND TARPON, WHICH HE PLAYED FOR AN HOUR AND FORTY MINUTES.

it for one hour and forty minutes. Its weight was 120 lb., and its length, 6 feet 3 inches. As can easily be imagined, the sight of the beautiful fish jumping in the bright beam of the searchlight was remarkable." It will be recalled that Admiral Cradock was already at Tampico when the chief fighting between the Mexican Federals and Constitutionalists took place there, and he it was who chartered the 'Logician' for British and other refugees.

ABLE TO FIRE £10,000 A MINUTE; AND SPECIALLY ARM

PHOTOGRAPH BY CRIBB.

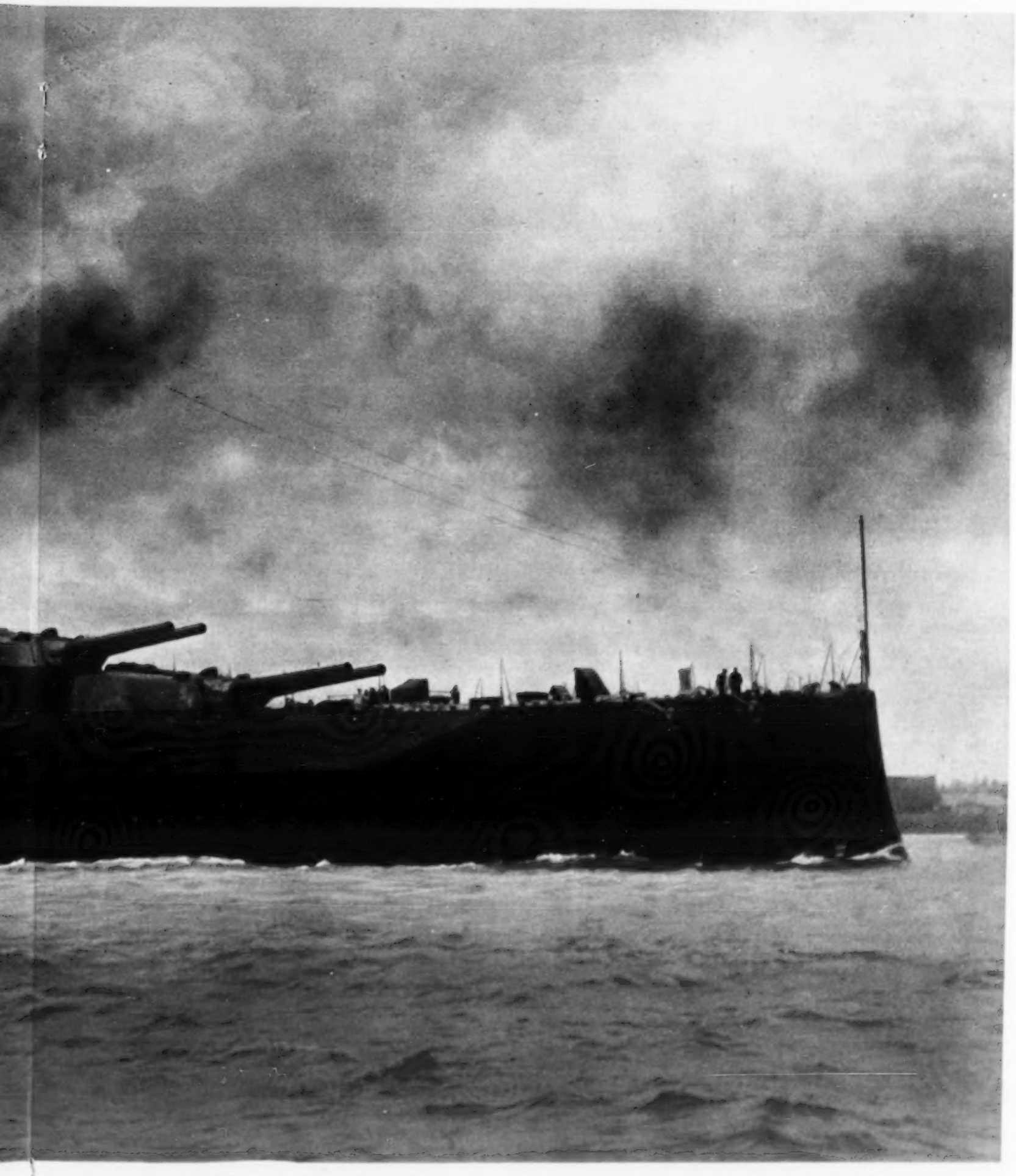


WITHOUT TORPEDO-NET DEFENCE; WITH 6-IN. GUNS FOR REPELLING TORPEDO-CRAFT; AND W OF THE COMMANDER-IN-CHIEF O

The new battle-ship "Iron Duke," first of the five armoured ships of the 1911-12 programme to be completed, was commissioned a few days ago at Portsmouth, by Captain R. N. Lawson, for duty as flag-ship of Admiral Sir George Callaghan, Commander-in-Chief of the Home Fleets. The ship presents several novel features. She is the first British Dreadnought to carry 6-in. guns behind armour for the repelling of torpedo-craft. These weapons throw a 100-lb. projectile; and they are the largest man-handled guns in the British Navy. Precautions have been taken to protect the vessel from over-head attack by dirigibles and aeroplanes, and, for example, she has two 12-pounder guns on high-angle mountings. She has no torpedo-net defence, as it is thought that, torpedoes having been so enormously improved, this would be merely a very late in diame about £10 to the e

Y ARMED AGAINST AIR-CRAFT AND TORPEDO-CRAFT.

GRAPH BY CRIBB.



T: AND WITH GUNS FOR USE AGAINST AIR-CRAFT: THE "IRON DUKE," NEW FLAG-SHIP N-CHIEF OF THE HOME FLEETS.

merely an encumbrance. She has no port-holes in her armour. Her main armament is ten 13·5-in. guns of the latest kind. Her fire-control instruments are of the very latest pattern and give the big guns wonderful accuracy. The torpedoes are of the "heater" type; that is to say, they are run by hot air. They are 21 inches in diameter, as against the old 18 inches, and have a speed of over 40 knots an hour. The "Iron Duke's" guns can use up powder and shot at the rate of about £10,000 per minute. The ship is 620 feet long; that is, nearly 100 feet longer than the original Dreadnought. She is an improvement on the "Neptune" to the extent of 25½ per cent. in displacement, 7 per cent. in armour, 9 per cent. in thickness of belt-armour, and over 64 per cent. in weight of broadside.

MAKER OF A SPEECH DISCUSSED IN THE HOUSE: THE FIRST SEA LORD.

Photograph by Russell.

HEAD OF THE PROFESSIONAL RULERS OF THE NAVY SINCE 1912: VICE-ADMIRAL H.S.H. PRINCE LOUIS OF BATTENBERG.

Mr. Winston Churchill, First Lord of the Admiralty, made a statement in the House of Commons recently in answer to a question whether he could give any explanation of the apparent discrepancy between the statement of the First Sea Lord on April 21, 1913, and the reference to that subject contained in the recent speech of the Prime Minister to a deputation of the National Service League. He said that in their address the following passage occurred: "In the considered words of the First Sea Lord, the Navy alone cannot now protect this country against invasion." This statement, Mr. Winston Churchill went on, was not accurate as a quotation. In particular, the First Sea Lord never used the word "invasion." What Prince Louis did say was that neither Service could dispense with the other; that there could be no more foolish or mischievous statement than that of people who went about saying: "If war comes the Fleet alone is quite enough to keep anybody from coming anywhere near the shores of this Island Kingdom"; and that the Fleet alone could not do it. . . . A sufficiently trained professional Army in these islands at all times was quite as necessary as the other arm of the Service. Prince Louis, who became First Sea Lord in 1912, is a son of Prince Alexander of Hesse. He was naturalised, and entered the Navy in 1868.

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"The Apotheosis of a Man Still Living": Haydn blessing the orchestra, and the audience on his last appearance in public, when the "Creation" was performed at a fête in his honour in Vienna.

MUSIC.

THE most interesting event in the musical world last week was the appearance at the Queen's Hall Orchestra's Symphony Concert of the much-discussed Russian musician, Alexander Scriabin. He is at once composer, pianist, theosophist, and tone-colourist; his faith has entered into his music; he has invented a "keyboard of light," which, to our limited regret, could not do service at the concert. He bases his harmony upon a six-note scale derived from a series of over-tones—or, as they are sometimes called, "upper partials." We accept as one note a sound that consists of many notes in combination, and the number and intensity of these notes can be analysed, the lowest tone being called the "fundamental," and the higher ones the "upper partials." Helmholtz has written the standard work on this interesting but rather abstruse question. It is sufficient to say that the difference between two voices uttering the same note is largely one of over-tones. The Concerto in F sharp minor for pianoforte and orchestra, in which M. Scriabin played his own solo music, was clearly composed before theosophy intruded upon music. Both in construction and tonality the work is based on formal models; there is much that is attractive, but M. Scriabin is not an ideal pianist for the orchestra—his methods are not sufficiently broad.

To the uninitiated the "Prometheus" still comes as a shock, and not even as a pleasing one. From first to last it is a jumble of disjointed themes that strive almost in vain for utterance against the steady interruption of muted horns, double bassoons, and all the other instruments that can best do justice to the seeming extravagance of modern writing. The piano part, as played by M. Scriabin, seemed to hinder rather than to help the development of the main idea, but it is fair to add that even at first, second, or third hearing the attentive listener who could forget the inconsequence of form and theme might find a certain impressive quality. Perhaps this quality is more closely allied to conception than to achievement, but it exists; and we recognised in M. Scriabin a man of serious purpose and very considerable achievement. The orchestra, under Sir Henry Wood, played admirably; and for those who cannot stretch their ears to receive the new forms of musical utterance, there were periods of uninterrupted enjoyment, for the programme included Beethoven's Eighth Symphony, Dr. Strauss's "Tod und Verklärung," and the "Meistersinger" Overture. It is well to remember that only a few years ago the "Tod und Verklärung" was little more intelligible to us than "Prometheus" is to-day. Undoubtedly we must grow with the years, and our growing pains are severe.

"The Land of Promise," at the Duke of York's: Norah tells Frank Taylor that she has married him to be his household drudge but no more. Miss Irene Vanbrugh as Norah and Mr. Godfrey Tearle as Frank in Mr. Somerset Maugham's new Anglo-Canadian play.

Photo. Foulsham and Banfield, Ltd.; Copyright of Charles Frohman.

"The Land of Promise," at the Duke of York's: Frank Taylor and Norah in the former's shack after their wedding.

Photograph by Foulsham and Banfield, Ltd.; Copyright of Charles Frohman.

"The Land of Promise," at the Duke of York's: Frank Taylor begins the "taming" of the rebellious Norah.

Photograph by Foulsham and Banfield, Ltd.; Copyright of Charles Frohman.

"The Land of Promise," at the Duke of York's: Norah is made to apologise to her sister-in-law, Gertrude, before the men; an act which makes her offer to marry Frank Taylor.

From left to right are Miss Marion Ashworth as Gertrude Marsh; Miss Irene Vanbrugh as Norah Marsh; Mr. C. V. France as Edward Marsh; Mr. Godfrey Tearle as Frank Taylor; Mr. George Tully as Benjamin Trotter; and Mr. Basil S. Foster as Reginald Hamby.

Photograph by Foulsham and Banfield, Ltd.; Copyright of Charles Frohman.

Operas by six; Puccini by four; Mozart, Gounod, and Wolf-Ferrari by two, and other less fortunate composers by one.

The directors of the Grand Opera Season have now announced their summer season répertoire. To the surprise, and doubtless to the regret, of many opera-goers, Charpentier's "Julien" is not included, but "L'Amore dei tre Re," by Italo Montemezzi, a work received with delight in New York, is to be mounted; and so is Zandonai's "Francesca da Rimini," based upon d'Annunzio's version of the familiar story. Baron Frederic d'Erlanger's "Noel" is to be given; and those who enjoyed this composer's graceful and scholarly setting of Mr. Hardy's "Tess" will look forward with pleasurable anticipation to this work. Boïto's "Mefistofele," with *mise-en-scène* designed and painted by Léon Bakst, and Verdi's "Falstaff" are set down for revival; so, too, is Puccini's "Girl of the Golden West," an opera that has not found much favour hitherto, and has little to commend it. Mozart's "Don Giovanni" and "Nozze di Figaro" are promised; it is long since the last-named was given at Covent Garden. Wagner is represented by seven

Herr Egon Petri, a virtuoso if ever there was one, gave an interesting recital at Bechstein's last week. His programme included six elegies by Busoni, one of which was dedicated to him by the composer—strange music, vigorous and subtle in turn, complex in thought and texture; surely very difficult to play, and still more difficult to make intelligible. Here Petri succeeded; his playing gave the impression of most careful study and a genuine admiration. The elegies might well be heard more often.

Brahms, Strauss, Hugo Wolf, Tchaikovski, and Rubinstein were drawn upon by Mme. Gerhardt for her recital at Bechstein's last week; and Mlle. Paula Hegner, who accompanied, contributed not a little to the success of an enjoyable evening.

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youthful looks restored by "Astol," once more taken his place in the van of the struggle for superiority.

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(Illustrated London News, March 21, 1914.)

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ART NOTES.

THE exhibition at the Twenty-One Gallery, York Buildings, Adelphi, provides at least twenty-one good reasons why it is difficult to exult in the London Group, in Mr. Wyndham Lewis, or in English Cubism as a whole. The exhibition at the Twenty-One Gallery is an exhibition of modern German art. We find that it has all the virtues and vices of our own modern art. In Berlin and its Camden Town, in Dresden and its Camden Town, there are similar groups, practising the same sort of originality. The movement is not a National movement, but International, like the Art Nouveau revolution of fifteen years ago. The Twenty-One Gallery suggests that Mr. Wyndham Lewis's nightmare is not peculiar to himself; it is not even peculiarly British. We are almost sorry.

Camden Town, had it been solitary, might have worked out its own salvation. It might even have sickened and died away; and the process would have been painless for the community at large. But the thought of its prospering or decaying in company with the modernity of Germany and Russia and Austria and Italy is oppressive in the extreme. If it prosper, we know fairly well, from the more confident and lusty samples at the Twenty-One Gallery, that England will be strewn with work that seems to fall inevitably into one form or another of brutality. If it decay, the process must necessarily be long and painful, for it has to decay bit by bit in all the capitals of Europe.

First among the twenty-one good reasons why we cannot rejoice in the fact that England, in art as in flying, is keeping abreast with Milan and Dresden and the rest, is the said brutality, of one kind or another, which has the Movement in its grip. Perhaps any Movement must make a rancous appeal before it reaches across a continent. Headaches are not, like fevers, violently infectious; it is a fever that has got going in the Groups. It is a fever because it is excited, angry, hot beyond control; it is, moreover, violent to the point of brutality. Even when, as in several pictures by Moriz Melzer at the Twenty-One Gallery, the intention, or the title, is more or less amiable, the technique is harsh in the extreme. One may discover some tenderness of conception here and there among these German woodcuts, but tenderness expressed in terms of knives and forks and verdigris (for such is the effect of their line and colour) is tenderness at a disadvantage. And wherever Moriz Melzer is most explicit, and follows an intelligible rhythm, he is most surely engaged upon some scene of brutish and prodigious violence. He is not, as an individual, to be condemned for the turmoil that is within him; he does not perhaps, taken alone, constitute one of the twenty-one objections to the art of 1914. But taken as one of twenty-one fellows, all in a turmoil, he becomes portentous.

"The principle of his work is an infatuation for bronzes," says Mr. Wyndham Lewis in a "Note" to the catalogue. Let it be understood that this infatuation, which is a principle, does not mean that Melzer works in bronze, but only that he paints, or prints, his figures green or brown. We do not deny their bronze-like firmness of form; they are bronzes running riot in every sort of mud. They struggle in seas of slime; and they are impressive. It is the thought of their multitude that is chiefly distressing. It is the thought, too, of the multitude of such things as are shown at the Twenty-One Gallery that gives the exhibition its chief importance. I have stated hardly more than the first of my twenty-one good reasons, but the others are easily discovered in the Adelphi. By the way, the "intense yet hale" art of wood-cutting alluded to in the catalogue, is, it would seem, something rather different in modern usage. Melzer's "woodcuts" are hewn out of linoleum! E. M.

MAGNIFICENT EXAMPLES OF ENGLISH WORKMANSHIP: PART OF A SILVER DINNER-SERVICE, SIXTY YEARS OLD, ON VIEW AT HARRODS'.

Messrs. Harrods have recently placed on view in their show-rooms a complete dinner-service in sterling silver, which is sixty years old, and is described as a magnificent specimen of the best English workmanship. It weighs altogether more than 5000 oz. Our photograph shows some pieces from the service.

Photograph by Bauer and Sullivan.

One more proof of the fact that our paper penetrates to the uttermost parts of the earth, and is treasured and passed from hand to hand in remote places, is afforded by a letter we have just received from the Rev. W. Ernest Hobbes, of the Guild of the Church and Empire. He writes to say that he is constantly asked by missionaries in isolated places to get a copy of *The Illustrated London News* sent to them. The Guild, he adds, will gladly give an address of a missionary in Canada to anyone who will undertake to send out a copy of the paper week by week, and thus confer a much-appreciated boon. Applications for such addresses should be made to Mr. Hobbes, at 20, Westbourne Gardens, London, W.

BY APPOINTMENT TO HIS MAJESTY THE KING

TRY IT IN YOUR BATH!

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THE KEY TO CLEANLINESS

FOR EVERY HOUSEHOLD USE
BRIGHTENS ALL IT TOUCHES

AVOID INJURIOUS SUBSTITUTES

INVALUABLE FOR TOILET PURPOSES. SPLENDID CLEANSER FOR THE HAIR.
REMOVES STAINS AND GREASE SPOTS FROM CLOTHING.
REFRESHING AS A TURKISH BATH. RESTORES THE COLOUR TO CARPETS.
CLEANS PLATE, JEWELLERY, SPONGES, ETC., ETC.
ALLAYS THE IRRITATION CAUSED BY MOSQUITO BITES.

USED IN EVERY CLIME.

"England's Latest and Greatest Triumph in Hotel Construction"

MIDLAND ADELPHI HOTEL LIVERPOOL

Now Open for the Reception of Visitors.

The Highest Standard yet attained in Hotel Service

DISTINCTIVE FEATURES OF THE NEW "MIDLAND ADELPHI."

THE **Beautiful Louis XIV. Restaurant**; The **Magnificent Court** with its attractive Terraces; The **Sefton Dining Room** and **Commodious Grill Room**; The **Princely Suites of Apartments** sumptuously furnished and decorated in keeping with the various periods utilised; The **Beautiful Fountain Court**; The **Turkish and Swimming Baths** and **Racquet** and **Tennis Courts, Miniature Rifle Range** for the recreation of Visitors; **Soundproof Doors** to all **Living Rooms** and **Bedrooms**; 'Phone Service from Visitors' Rooms to Central Office—ensuring prompt attention; Direct 'Phone Service to all parts of Great Britain and the Continent. In brief—**Every Modern Luxurious Innovation.**

"THE HISTORY OF A GREAT ENTERPRISE."

PROSPECTIVE **Visitors** to the **New Midland Adelphi** are invited to write for a presentation copy of "**The History of a Great Enterprise**"—a handsome souvenir brochure containing a concise history of Liverpool with reproductions of old and valuable prints depicting the City from the 11th Century onwards, together with comprehensive maps and illustrated route guides for motorists to all historical and picturesque centres within easy access. A full description of the Hotel illustrated in colour. Although published at Five Shillings this handsome volume can be obtained free by intending visitors on forwarding visiting card to

THE MESSRS. TOWLE (Managers of the Midland Hotels), ST. PANCRAS, LONDON.

Telegrams: Midotel, Liverpool. ***Telephone: 4400 Royal, Liverpool***

AMERICAN HOMES.

"AMERICAN Homes and Their Furnishings in Colonial Times" is the title of a charming book by Mary H. Northend, published at 12s. 6d. net by Mr. T. Fisher Unwin. The book consists of a description of old houses, furniture, decoration, and accessories of the colonial era which are still to be found in the United States, chiefly in the small seaport city of Salem, near Boston, famous in American literature, and with a rather gloomy record of witchcraft persecution at the end of the eighteenth century. The city, small enough to this day, is extraordinarily rich in beautiful *objets d'art* and fine old houses. The book contains 117 full-page photographs, well reproduced, of domestic treasures which may well make the collector's mouth water. The author chats about them in a very agreeable way, exhibiting not only an ample knowledge of the history of the time, but also a considerable knowledge concerning the branches of art connected with furniture, faïence, glass, silver, and so on. Perhaps the most interesting chapter is one entitled "Old Time Wall-Papers." It deals with what are hardly wall-papers as we use the term nowadays—whose primary function is to cover walls unobtrusively, and serve mainly as a background—but with elaborate pictures that would interfere seriously with the actual exhibition of framed canvases. Nor do they involve the repetition of conventionally treated subjects of the now-accepted wall-papers. Far from this being the case, one has, on an apparently heroic scale, the pictorial presentment of such subjects as the history of Cupid and Psyche, of the adventures of Telemachus, and scenes from the immortal story of Don Quixote. These old wall-papers, which are of French or English origin—chiefly the latter—in many cases were made to order in this country by careful measurements, and reproductions of them show that in many instances they were admirably executed. Glancing through the book, one finds that all kinds of domestic treasures, the greater part of them brought over from Europe before the famous tea-brewing in Boston Harbour occurred, are still lovingly preserved, though figuring amongst them are specimens of American workmanship, particularly in the case of silverware. One notes that comparatively little Sheffield plate figures, apparently, in the collections, and that in the ceramics small importance seems to be attached to salt-glaze ware; whilst English china appears to be better represented than the porcelain of China itself, or the products of France, Germany, and Italy. Salem is particularly rich in English furniture of the best period whose authenticity is beyond question. It is pleasant to think that, at a time when so much of the American wealth, under the guidance of its millionaires, is being spent lavishly in a direction that has a taint of snobbishness, when—unwittingly, perhaps—the Futurist movement is so rampant in the States, there exists also the anxious care for the objects linking the America of to-day with the America of colonial times, of which the author gives such an interesting and pleasantly written account.

Novel-readers will welcome the addition to Messrs. Macmillan's Sevenpenny Series of five more of the books of Mr. Maurice Hewlett. "The Forest Lovers" and "The Stooping Lady" were already in the series. The five books now added are "Richard Yea-and-Nay," "The Queen's Quair," "Little Novels of Italy," "Halfway House," and "Open Country." The delightful little editions, so handy and so dainty, so easily carried in the pocket on a journey or during the pauses of the day's work, will do much to extend the popularity of one of the most distinguished of our living novelists.

THE SILVER-WINDING THAMES BECOMES A STORMY SEA: FLOODED MEADOWS AT CHERTSEY.

The recent heavy rains in the Thames Valley caused serious floods in several districts.

Photo. Newspaper Illustrations.

THE HIGHEST FLOOD WITHIN MEMORY AT SWANAGE: A STREET UNDER WATER SHOWING THE CONSERVATIVE CLUB (IN THE LEFT MIDDLE DISTANCE).

Alarming floods at Swanage were caused the other day by a heavy storm, and in an hour or two the whole of the low-lying part of the town was under water. The flood subsided equally fast. It was at its height at 2 p.m., and by 9 p.m. on the same day had disappeared.—[*Photograph by Powell.*]

VENETIAN SCENES IN SWANAGE: INHABITANTS GOING ABOUT THE STREETS IN BOATS ON THE AFTERNOON OF THE FLOOD.

The flood rose so rapidly that the inmates of the houses in the district affected had to hurry to the upper storeys without rescuing their goods or taking fuel upstairs. Boats were used to distribute fuel and clothing, and bring children back from school.

Photograph by Powell.

BUCHANAN'S
SCOTCH WHISKIES

Dick Swiveller and The Marchioness (Old Curiosity Shop).
"Why, who are you?" said Dick. To which the only reply was:
"Oh, please will you come and show the lodgings?"

To maintain a high standard of quality, Stocks are essential. THE LARGEST STOCKS OF SCOTCH WHISKY IN SCOTLAND are held by James Buchanan & Co., Ltd., and their subsidiary companies. The continued superior excellence of their brands is thereby guaranteed.

"RED SEAL" 48/- per doz.

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"ROYAL HOUSEHOLD" (An Extra Special Blend of Choice Old Whiskies.) 60/- per doz.

JAMES BUCHANAN & CO., LTD., Scotch Whisky Distillers, 26, HOLBORN, LONDON.

WILLS AND BEQUESTS.

THE will of MR. WILLIAM RAVEN, of Portland House, Knighton, Leicester, who died on Jan. 9, is proved by his sons William John Raven and Horace G. Raven, and Charles Henry Spencer, the value of the property being £159,947. The testator gives 500 ordinary shares in William Raven and Co., Ltd., to each of his sons; £2500 a year during widowhood, or an annuity of £1000, should she again marry, to his wife; £1000 each to the Leicester Infirmary and the National Association for the Prevention of Consumption; £500 each to the Maternity Hospital and the Unitarian Church in Bond Street; £250 each to the Guild of the Crippled and the Association for Promoting the Welfare of the Blind, Leicester; a few legacies; and the residue to his children.

The will of MR. JAMES ALFRED MICHELL, of No. 5, Devonshire Place, and 9, Market Place, W., and Shouldham Hall, near Downham Market, who died on Nov. 13, is proved, the value of the estate being £158,476. The testator gives to his wife during widowhood £750 a year and a residence, or an annuity of £300 should she again marry; his share and interest in C. N. Morris and Co., an annuity of £500, and while devoting his time to the affairs of the testator's estate a further £750 a year, to his son Alfred Henry; an annuity of £600 and Holly Lodge, Gretton, to his daughter Florence Mabel Dudley; annuities of £500 each to his children Leonard William, Annie Sarah, Violet Maud, and Marie Rose; other legacies; and the residue in trust for his six children.

The will (dated Dec. 23, 1912) of MR. EDWARD STANLEY HEYWOOD, of Light Oaks, Irlams-o'-th'-Height, Pendleton, son of the late Sir Benjamin Heywood, Bt., who died on Jan. 19, is proved by his daughter Mary Beatrice Howell, her husband, Francis Buller Howell, and Ed. S. Chesney, the value of the property being £61,369 3s. 6d. The testator gives £10,000 and the household effects to his daughter, and the residue in trust for her for life, and then as she may appoint to her issue.

The will of MRS. ELIZABETH BARBARA BIGGE, of Hennapyn, Cockington, Devon, who died on Jan. 17, is proved by Lord Stamfordham and Harry Scott Judd, the value of the property being £41,019 13s. 5d. She gives £200 to the Society for the Prevention of Cruelty to Animals and £100 to the Torquay branch; £150 each to the Torbay Hospital, the Dogs' Home, and the Metropolitan Cattle Trough Association; £100 to her executors for a society for the total abolition of vivisection; and the residue in trust for her husband for life. On his decease her residence and effects therein go to Lord Stamfordham; and the residue between Alice Lady Teignmouth, Lord Stamfordham, Charles Prideaux Selby Bigge, Hilda Shirren and Harry Scott Judd.

The will of MRS. ELIZABETH ASKWITH, of 119, St. George's Square, who died on Feb. 12, is proved by her sons, Sir George Ranken Askwith and Lieutenant-Colonel John Browning Harrison Askwith, and her daughter, Miss Alice Browning Askwith, the value of the property being £35,138 15s. 3d. She gives her house and furniture, oil paintings, the case containing certain orders, and her husband, General W. H. Askwith's, orders and medals, to her son, Sir G. R. Askwith; £1000 each to her sons John B. H. Askwith and Henry Francis Askwith; shares in the Alliance Assurance Company, and her jewels, wearing apparel, etc., to her daughter; an annuity of £100 to her niece Henrietta Isabella Chapman; an annuity of £50 to Elizabeth Askwith, and the residue to her four children.

The will of SIR JOHN MOLESWORTH MACPHERSON, of Hillside, Hanger Lane, Ealing, and Creag Dhu, Onich, N.B., who died on Jan. 5, has been proved, and the value of the property sworn at £19,443. The testator gives the Creag Dhu property and £6500 to his son Ronald Charters; £5550 to his daughter Elspeth Lucy Elliott; £3000 to his son Norman Charles; £2000 to his son Kenneth Ian, who is already provided for; an annuity of £80 to Mabel Rose Bateman; and the residue to his four children.

The following important wills have been proved—

Countess of Milltown, Russborough, Blessington, Co. Wicklow, died intestate	£126,159
Mr. Ellis Jones, Dublin	£118,566
Mr. Charles Alured Lambert Swale, Settle, York	£62,289

Press Newspaper Illustrations.

THE CAMBRIDGE CREW CARRIED PICK-A-BACK TO THEIR PLACES ON THEIR FIRST DAY AT PUTNEY: MR. G. E. TOWER (STROKE) ON HIS WAY TO THE BOAT.

The Cambridge crew made their first appearance at Putney on the 13th. The weather was very rough, and in the afternoon there was an exceptionally high tide, which overflowed the tow-path. The crew had to be carried to their boat pick-a-back fashion. Reports of the Light Blues' prowess drew a large crowd to Putney on the Saturday in spite of the weather.

Favourites when our parents were young—

and even greater favourites to-day. Huntley & Palmers Petit Beurre Biscuits constitute one of their greatest successes. Slightly sweet, and with the flavour of pure butter, they are suitable for use at all hours.

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PETIT BEURRE
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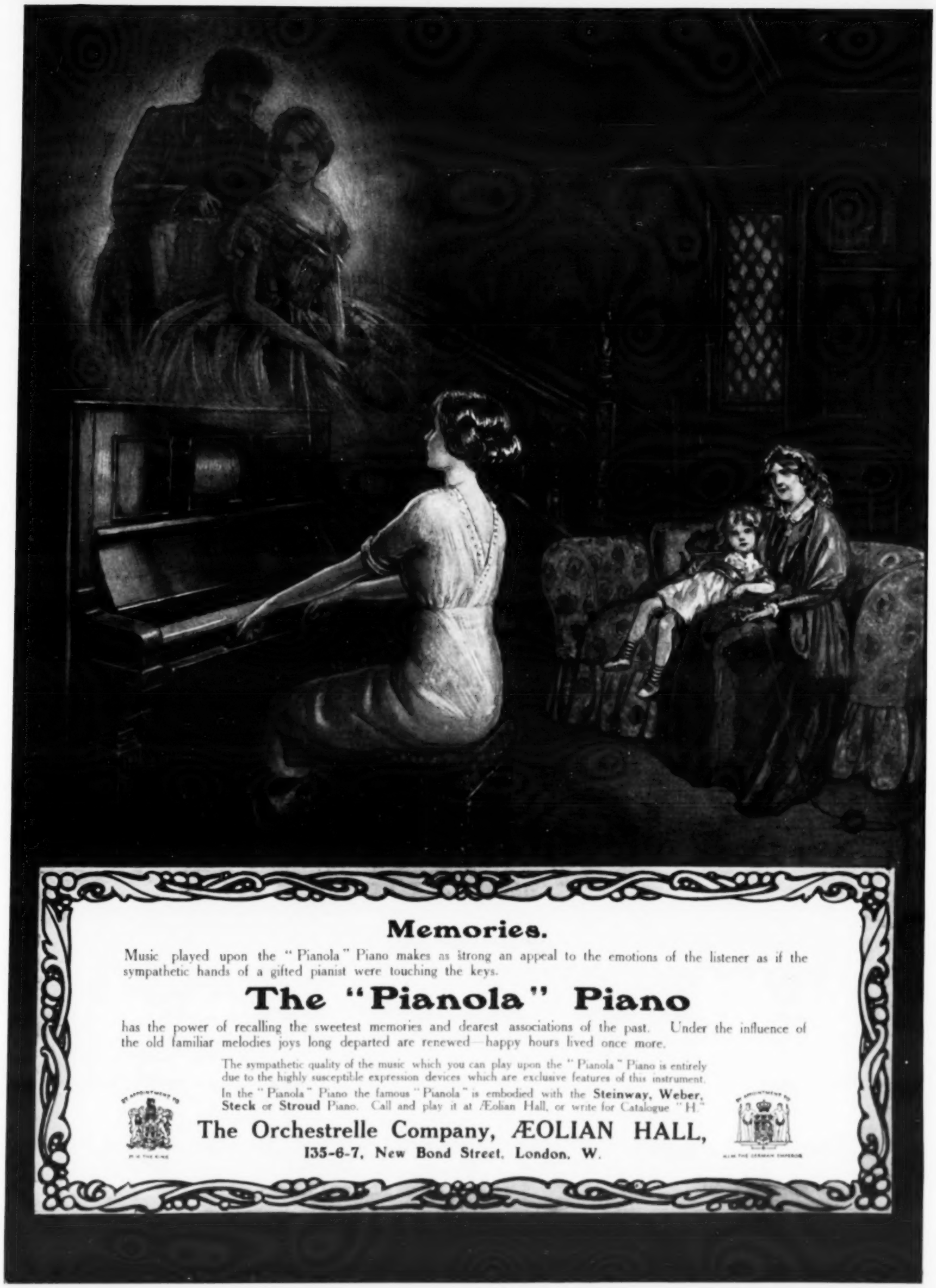
Always ask for Huntley and Palmers Biscuits, and take care that you get them.



Memories.

Music played upon the "Pianola" Piano makes as strong an appeal to the emotions of the listener as if the sympathetic hands of a gifted pianist were touching the keys.

The "Pianola" Piano

has the power of recalling the sweetest memories and dearest associations of the past. Under the influence of the old familiar melodies joys long departed are renewed—happy hours lived once more.

The sympathetic quality of the music which you can play upon the "Pianola" Piano is entirely due to the highly susceptible expression devices which are exclusive features of this instrument.

In the "Pianola" Piano the famous "Pianola" is embodied with the **Steinway, Weber, Steck** or **Stroud** Piano. Call and play it at Æolian Hall, or write for Catalogue "H."

The Orchestrelle Company, ÆOLIAN HALL,

135-6-7, New Bond Street, London, W.

LADIES' PAGE.

AN illustration of the inchoate condition of the minds of many men about the relation of women to politics is the newly formed Association of Englishwomen to help Ulster's armed resistance to a Home Rule Parliament. For a long time past, the women of Ulster themselves have been not merely permitted but urged to put their opinion against Home Rule in practical evidence, and to come out to share in their own persons the sacrifices of the men. Englishwomen, too, were long ago approached privately to help, and many Red Cross nurses and some lady doctors have their names enrolled already on lists of those willing to go over to Ulster if called upon; and thousands of English ladies at the heads of households have placed their names on another list pledging themselves to take and care for the children of Ulster homes for an unlimited period if civil war occurs. Now the enlisting of Englishwomen in support of Ulster's threatened defiance is made open. A "Women's Covenant Committee" has taken offices at 64, Victoria Street, S.W., and a large number of women, many of the highest rank, have already signed a document pledging themselves to interfere in any way possible in this political crisis. Should not the anti-Suffragists who are also anti-Home-Rulers immediately protest against this intrusion of women into such a grave political struggle? Their principles plainly require such a protest; and Sir Edward Carson has informed the Ulster Suffrage women that so many of his party are against votes for women that he cannot pledge himself to secure the women of Ulster the franchise if a separate Parliament be given to the North. Why, then, do they tolerate the alliance and support of women at this crisis?

Some of my readers who have not the opportunity that I have of seeing the new Paris models may have thought that I was exaggerating in describing the ugliness and foolish excesses of the latest designs. However, a number of ladies of "the Faubourg," including the Duchesse de Maille, the Marquise de Montaigu, and several others of the same position, have published an "Appeal to the Women of France, from the League of Patriotic Frenchwomen," to beg "all young and elegant Frenchwomen, who give the tone in the world of dress," to oppose "the present trend of the fashions." This is declared to have an "immoral tendency"; and indeed, as I have already mentioned, the excessive exposure in many new models is unequalled in recent times. That others are grotesque and inartistic, and calculated to make the sex of the wearers ludicrous and contemptible, is equally true, though the great ladies do not mention this fact. A well-bred woman will not, however, allow her frocks to be made according to these preposterous designs, produced by professional people, anxious, in some cases, for business reasons to obtain a complete change of fashion, which, as Shakespeare observes, "wears out more apparel than the man." The details in which novelty is seen, such as the figure rising in front and drooping at the back, the absence of a waist-line, the collar on day gowns either discarded entirely or cut away at the front to rise in a small Medici shape behind—all such details as this, unobjectionable when used with restraint, are amply sufficient to mark the change of fashion that a new season legitimately demands, and objectionable details will probably just drop out in practice.

THE WAISTLESS GOWN OF TO-DAY.

The dress is of fine black cloth with a no-waisted effect produced by a deep belt and vest of brocaded satin. The toque is in black tagel straw with wings.

Quite an outstanding feature is the absence of a waist. The corsets of the spring are cut with no bust: they begin just a few inches above the hips, thence compressing the figure so as to conceal the projection of the hip-line as far as possible. The desire to obliterate a distinct waist-line is not incompatible with the use of a sash; quite the contrary, for this is often so arranged as to emphasise yet more the straight fall of the figure from the bust to over the hip. The sash is often loosely wound round the wearer twice at different points; and though it may be very striking in colour (very often it is a plaid or a vivid striped fabric), it can be and is arranged so as to aid in concealing the natural lines of waist and hip. The tailor-made dresses frequently have a belt that falls actually round the hips, some inches below the true waist. In most cases, and in every description of gown, the curve of the belt or the cut of the front of the skirt is carefully directed to rise or lift from the back to the front, to give that look of a slight mediæval-like protrusion to the front of the figure that is a whim at present; and when front draperies are used as a tunic, or as part of the skirt, the same effort is seen. It looks a little odd, for we have long been trained to see the reverse, and to consider that the line of beauty should be assisted rather by a slope from the back to the front of the figure than the present reverse idea. The stuffs of the hour are so supple, however, that there is no undue bunchiness, in the hands of a competent, good-class dressmaker.

A useful and practical booklet is published by Messrs. Allen and Hanburys, the well-known chemists, whose name is a guarantee for anything to which it is attached. The booklet is entitled, "How to Bring up Baby," and contains many useful hints on general care and management, while its chief object is to bring to the notice of mothers the virtues of the food for infants and invalids prepared by this reliable house, and put on the market as "The Allenburys Milk Foods." Other valuable specialities of Messrs. Allen and Hanburys for delicate persons and for general use are also described in the booklet. A copy can be had free by post from Messrs. Allen and Hanburys, Lombard Street, London, E.C.

A tried favourite is Goddard's Plate Powder, and it will certainly give every satisfaction, for it cleanses easily and polishes beautifully any silver or plated articles. As it contains no chalk, it never scratches; whitening is simply chalk, and does harm by scratching the surface of the silver, which is a comparatively soft metal. Goddard's Plate Powder gives a brilliant polish without being destructive, either to the silver or the hands or dress of the worker who uses it.

FILOMENA.

PETER ROBINSON'S (OXFORD STREET, LONDON, W.)

EVERY FASHIONABLE GATHERING gives evidence of the important change in milady's contour. The new figure decrees natural lines but not at the cost of grace and refinement. In their new models, the designers of Royal Worcester Kidfitting Corsets have caught the spirit of the mode with such fidelity that their latest creations have been received with acclamation in every fashion centre, and ACCEPTED as the standard corset base for the 1914 silhouette. They give the NORMAL LINE in all its charm, without the sacrifice of good taste. Prices from 5/6 to 94/6.

MODEL 905.
This "Thigh-Diminishing" model is one of the most charming corset creations ever produced. Elastic facing at bottom of busk. Six hose supporters. Average figures. Sizes 20 to 30 ins. In fine White or White and Sky Broché. Price 21/9

MODEL 993.
This superb "Thigh-Diminishing" model represents the last word in corsetry style and craftmanship. No finer, more up-to-date corset obtainable. Six fine quality hose supporters. For average figures. Sizes 21 to 30 ins. In exquisite White Satin Brocade. Price 94/6

MODEL 842.
The "Nature" front model for ultra-fashionable wear. Smart low bust. Long skirt. Six hose supporters. For average figures. Sizes 20 to 30 ins.
Price, in Coutil, 16/11

MODEL 822.
A particularly smart full-figure model, with the "Free-Hip-Bone" feature. Elastic inset at back of skirt. Six strong hose supporters. Sizes 22 in. to 30 in.
Price, in Coutil, 16/11

MODEL 980.
This superb "Thigh-diminishing" model promises to be one of the hits of the season. Has the correct low bust, with elastic facings at front of skirt. In finest quality Silk Brocade, White or White and Sky. Six hose supporters. For average figures. Sizes 21 to 30 ins. Price 63/-

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SOAPMAKERS TO T.M. THE KING AND QUEEN OF SPAIN

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ROYAL VINOLIA COMPLEXION POWDER.

ROYAL VINOLIA Complexion Powder has a most pleasing and cooling effect upon the skin. Its daily use forms the best means of protecting the complexion from the results of exposure to wind and sun. It is of special value in counteracting any suggestion of greasiness or undue redness of the face and hands.

Royal Vinolia Complexion Powder is a pure and harmless preparation, which can be regularly used for the most delicate skin without fear of clogging the pores. It should always be used before visiting the Theatre or Concert Hall, and whenever one is exposed to any sudden change of temperature.

When buying toilet preparations be sure to obtain Royal Vinolia. A full range of this delightful series is kept by every chemist.

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LITERATURE.

The Life of the Fly. The title of the charming collection of essays by J. H. Fabre called "The Life of the Fly," translated by A. T. de Mattos (Hodder and Stoughton), hardly does it justice, for it treats of almost everything except the fly in its adult stage. Maggots, beetles, the poison of scorpions and of mushrooms—some of the most reputedly venomous of which last can be made, *teste* M. Fabre, wholesome and digestible by prolonged boiling in slightly salt water—are here dealt with in the manner which has earned for its author the title of "the Poet of Science." Of these scientific studies, that on the caddis-worm or cad-bait known to anglers, which builds for itself a house of sticks, bark, and shells, and has mastered the art of submarine navigation, will probably be the most interesting to the majority. From a scientific point of view, that on the grub of the anthrax-fly—which M. Fabre shows from observation undergoes two larval changes instead of one, and shifts from a shape resembling a bit of knotted string capable of walking, into a mere sucking-machine equipped for draining the life out of the *pupae* or chrysalides on which it feeds so slowly that they do not die until they have yielded up the last drop—is perhaps the most important. Most readers will, however, turn from these pages to the essays in which M. Fabre reveals, in singularly few and unassuming words, his own life. It is a wonderful story of difficulties overcome from pure love of knowledge, from the time when we see him engaged in learning his letters from a picture-book in a village schoolroom shared with pigs and fowls, until he was decorated and presented to the Emperor by the great Victor Duruy himself. In the meantime, he had passed through all the different stages of choir-boy at Rodez, with a little eleemosynary education thrown in, pupil-teacher at Vaucluse, Professor of Physics and Chemistry at Ajaccio, and lecturer in industrial chemistry at Carpentras. He had in every case to teach himself before he could instruct his pupils, and he tells us that the only real lesson he ever received was one in dissection given him by Moquin-Tandon on the top of Monte Renoso. Needless to say, he speaks much in praise of the autodidactic method, although his transparent frankness leads him to admit the wisdom of learning a little Latin and Greek before anything else. His contempt for what he calls the "Iroquois idiom" of more pedantic naturalists is profound, though good-natured; and we gather that we owe the Linnæan names here given to Professor Pérez of Bordeaux. The book is excellently translated.

IN THE LUXURIOUS BUILDINGS JUST INAUGURATED BY THE MIDLAND RAILWAY COMPANY: THE NEW MIDLAND ADELPHI HOTEL, LIVERPOOL—THE MAIN ENTRANCE COURT.

The new Midland Adelphi Hotel at Liverpool, inaugurated by the Midland Railway Company recently, is remarkable for its luxurious equipment. It has a swimming-bath, and practically every bedroom has its own bath-room. Racquet and squash-racquet courts are being built. The Main Entrance Court was decorated by Messrs. Waring and Gillow. The original Adelphi Hotel was rebuilt in 1876. The Midland acquired it in 1892, and have just reconstructed the whole building.

WHERE (IN THE ORIGINAL PREMISES) DICKENS HAD AN "UNDENIABLY PERFECT" DINNER: THE NEW MIDLAND ADELPHI HOTEL, LIVERPOOL—THE SEFTON DINING-ROOM.

Charles Dickens visited Liverpool in 1842, *en route* to the United States, and stayed at the Adelphi Hotel. In his "American Notes," he writes of it: "The dinner of that day was undeniably perfect . . . and we all did ample justice to it." The magnificent Sefton Dining-Room of the new building, decorated by Messrs. Martyn, is in Louis XIV. style. The walls are in oak, with gilt trophies modelled upon them, and the scheme of colour is mainly blue and gold.

Stained Glass. No book with a frontispiece such as the one carried by Mr. Hugh Arnold's "Stained Glass" (A. and C. Black) can come unkindly to the hand; and Mr. Nelson's "Ancient Stained Glass in England" (Methuen), though its pictures are less engaging, is at once welcome as a book of substantial learning. So little has been published for the general reader on the subject that there is ample room for both these volumes. There is ample room for two sets of introductory matter, for two sets of generalisations, for two sets of Chapters I. to X., and for a double conclusion and a double index. While it is not in the nature of things that water-colours reproduced on the opaque page of a twentieth-century book can make the effect of eleventh-century glass, Mr. Saint's drawings in the first-named volume do really give a pleasurable sense of ancient colour, provided the intelligent reader blots out the surrounding margins of livid white. A window seen from within is necessarily a centre of light with a dark frame. Glass merely "stains the white radiance of eternity"; it does not exclude it: to allow these coloured pictures to appear as dark spots on a white sheet is to reverse the natural order. Nowadays, reproductions of pictures are often, and with little enough excuse, mounted upon brown or other sombre grounds; here, if ever, was good reason for the fashion. On mounts such as are used for the frontispieces of the *Burlington Magazine*, Mr. Saint's beautiful drawings would have struck the eye as points of light instead of points of gloom.

(continued over leaf.)

Cravenette

(Regd.)

is not, as is sometimes thought — a garment.

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When buying SHOWER-PROOF GARMENTS, get latest styles and fashionable cut of course, but the essential thing is the wet-resisting quality. For this there is nothing to equal CRAVENETTE.

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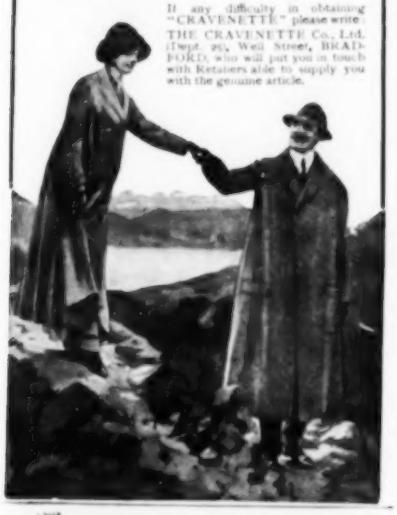

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REAL RAZOR BLADES

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". . . in the night imagining some fear,
How easily is a bush suppos'd a bear."
Midsummer Night's Dream.

AND how easily in the dark do the quick imaginations of impressionable children conjure up visions which play havoc with their nerves.

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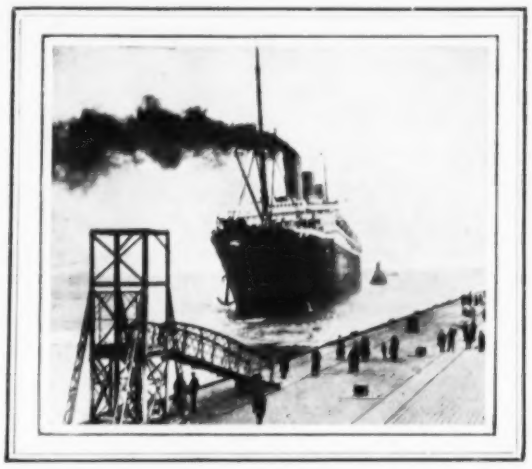
PARIS BUENOS AIRES MONTE VIDEO

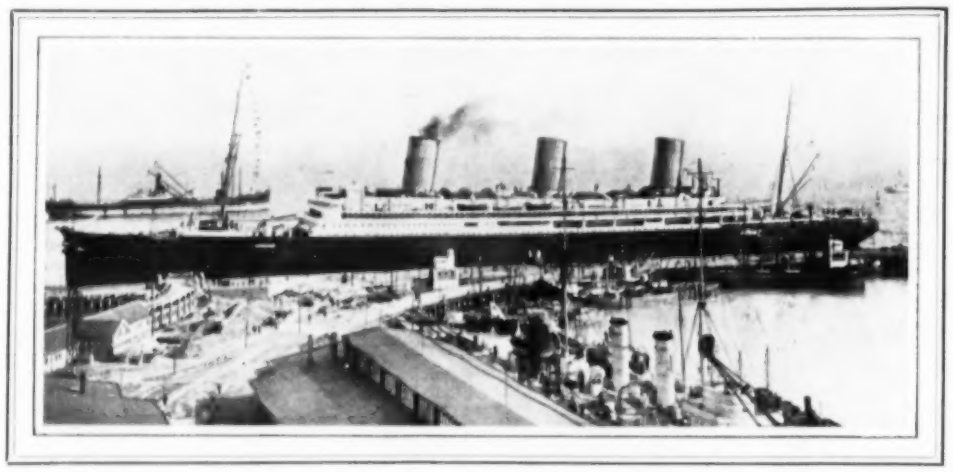
Continued.]

This, however, is merely an error in book-making. Neither author is deficient in a full and just appreciation of the art. "I mix them with brains, Sir," boasted a Whistler of the eighteenth century when he was asked with what he mixed his paints: the glass worker mixed them with light. He had an ally, not by refraction only, but a direct ally in "that queen of colours." It would be difficult indeed to spend much time, as our authors have done, in the cathedrals and churches of France and England without illumination. He is a rare critic who has great adventures among pictures, for to pictures he must supply a radiant mood of his own if their dull pigment is to take his breath away. But before stained glass he cannot well help himself; to take in the colour of a window at York or Le Mans is as simple and inevitable as taking air into the lungs. These are both delightful books; it would have taken very blockish gentlemen to have made them anything else.

The Duchesse de Chevreuse. Every reader who enjoys a brilliant memoir, seasoned with wit and sense, will rejoice that M. Louis Batiffol conquered his natural diffidence to come after Victor Cousin and rewrite the Life of the Duchesse de Chevreuse. He has done so in the true spirit of the historian, and has overhauled the original documents, with the result that many things have been set in a fresh light, and various flatteries of Cousin's have been superseded by the naked truth. Sometimes it is very naked, but the picture is thereby all the more life-like. It is, indeed, at fidelity to life and liveliness that M. Batiffol has aimed, believing, as he does, and rightly, that the action and interaction of individuals is often the real key to a particular period. But if he does not whitewash, neither does he blacken Marie de Rohan. He has seen her, as she was, with the eye of an understanding observer, and so he sets her down. We see her in the early days of her attendance on Anne of Austria, and we get to know exactly what sort of baggage she was, the precise nature of her interests and conversation, her passion for intrigue, her madcap tricks. She marries de Luynes and advances in influence; widowed, she marries then the Duc de Chevreuse, and emerges the arch-enemy of Richelieu and the arch stirrer-up of political trouble. We are edified by sidelights, some of them rather glaring, on the Queen's affair with Buckingham; but the historian treats the most outrageous of the anecdotes with a judicious douche of cold commonsense. We follow Mme. de Chevreuse to England, and return with her to France, after the death of Louis XIII., to watch her amidst the intrigues of the Fronde. The narrative closes with quiet irony. Mme. de Chevreuse outlived the turmoil of her earlier days, she outlived her charms, but kept the devotion of Laigue, a petty nobleman from Limoges. Bussy Rabutin sketched her old age pitilessly: "Chevreuse is a large fortress, quite ruined now," he wrote, and continued to develop the metaphor in language which can only be described as the reverse of chivalrous and sympathetic. We must leave readers to discover his description and find out the meaning of his jibes for themselves. The book, it may be said in conclusion, is sane and serious history, yet of the most diverting.



NOW ON HER SECOND SEASON: THE HAMBURG-AMERIKA LINER "IMPERATOR," OF 52,171 TONS, APPROACHING THE NEW AMERIKA PIER, AT CUXHAVEN, SPECIALLY BUILT FOR HER AND SISTER SHIPS.



THE GREAT SHIP WHICH IS SAID TO HAVE BEEN ALTERED CONSIDERABLY BECAUSE SHE ROLLED TOO MUCH: THE GREAT HAMBURG-AMERIKA LINER "IMPERATOR" AT THE NEW AMERIKA PIER AT CUXHAVEN.

THE "IMPERATOR."

THERE is an unofficial report that the Hamburg-Amerika liner *Imperator* has been altered; chiefly because, it is said, the ship was inclined to roll too much. The same message suggests that practically the whole of the vessel's interior above the water-line has been reconstructed. It is alleged that the cost of this reconstruction was not less than £200,000; and, further, that the fact that the Vulkan Works, where the vessel was built, paid no dividend for 1913 was due to this. The *Imperator* began her second season a few days ago, when she sailed from Cuxhaven for New York. Two sister ships to her are being built at Hamburg by Messrs Blohm and Voss — the *Vaterland*, nominally heavier by 5000 tons, and the *Vaterland II.*, which, it is thought, may eventually be renamed the *Panama*.

In connection with the Grand National Steeplechases, the Great Central Company, as in past years, are arranging to run special express trains, including luncheon on the outward journey, with tea and dinner on the return, for a most moderate inclusive fare. The Great Central Company's arrangements include a first-class special, leaving Marylebone at 7.32 a.m. on Friday, March 27, the fare of 38s. 6d. including luncheon on the outward journey and tea and dinner on the return. Accommodation, on this and other specials, is strictly limited, and a seat will be reserved on notification being sent to Mr. A. Blanden, Marylebone Station. Tickets can also be had from the Marylebone Station booking-office.

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This spirit of unadulterated excellence has gained the highest opinions as a stimulating restorative tonic in cases where the vital organs of the body have got to a low and sluggish state.

WOLFE'S SCHNAPPS is a pure distilled spirit of super-excellence, possessing in its composition revitalising properties of supreme value; that is why it stands unrivalled not only as a beverage, but as an exhilarating tonic stimulant. It goes straight to the kidneys, the "clearing-house" of the human organism.

There's a benefit in every sip.

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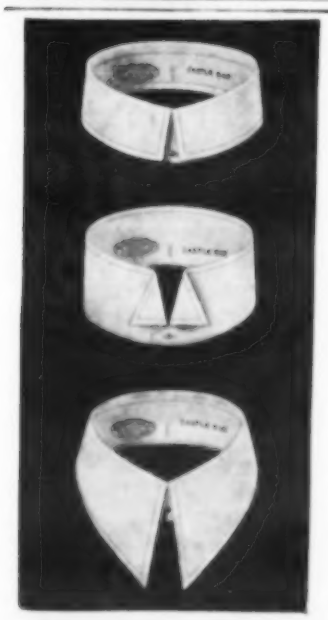

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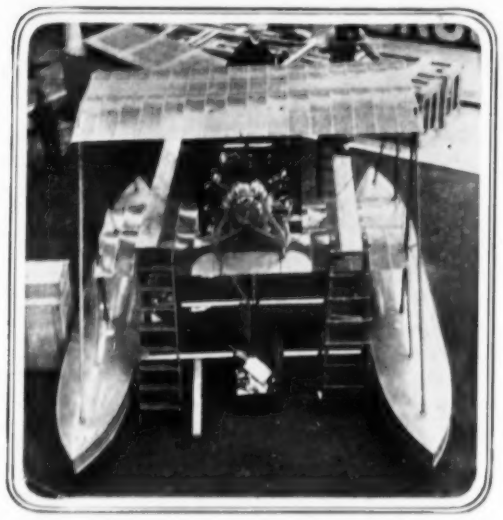
PARLIAMENT.

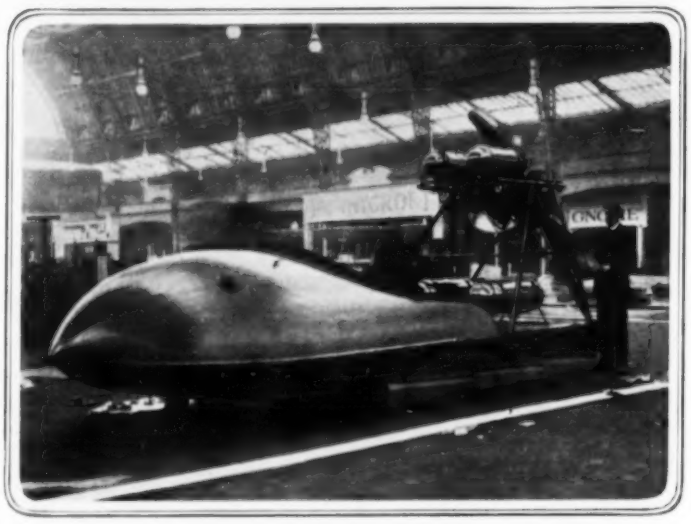
THE struggle in the House of Commons continues to be extremely keen and bitter. Feeling has risen unusually high on both sides. Unionists, who have attended splendidly this Session, brought down the Coalition majority to 37 on an amendment to the Army Estimates with reference to the lot of the soldier married off the strength, and they have at all points—by questions and debates—maintained steady, searching criticism of the Government. On the subject, for instance, of housing at Rosyth they made a severe indictment of the Admiralty. In this, Lord Robert Cecil was supported by Members of other Parties, although most of the Labour representatives, when a division with reference to the matter was challenged on the Vote on Account, went into the Government lobby amid gibes from the Opposition at their professed "independence." Several Scottish affairs have contributed to Party rancour. The Opposition have insisted that certain provisions of a Bill, assented to by the Government, for the amendment of the Small Landholders' (Scotland) Act are a breach of the arrangement under which the Lords were induced to pass the original Act, and they have charged Mr. Gulland, the Whip, with delivering at Cromarty and Kirkwall speeches of the same sort as the Wick utterance for which he recently expressed regret; but the Prime Minister has defended his colleague against the new charge, and bluntly refused to take any action. Personal controversies such as these indicate the tension which at present prevails. Ulster dominates the situation. Feeling was also excited to an extreme and dangerous degree by a defiant speech concerning that province which Mr. Churchill delivered at Bradford, and which, as Mr. Evelyn Cecil ascertained by a question, was endorsed by the Prime Minister. With passion thus inflamed, the Unionists were greatly irritated on Monday by Mr. Asquith's summary manner of dealing with a score of questions as to the working and effect of the suggested concession of an option to Ulster counties. The King's private secretary and the Archbishop of Canterbury were among the Peers in the Gallery at the time, and international interest in the controversy was proved by the presence again of several foreign diplomatists. Mr. Asquith surprised the Opposition by declining at the present stage to formulate a cut-and-dried scheme to carry out the suggested amendment of the Home Rule Bill. There was sharp contention between the two Front Benches on this tactical move, each point being cheered in bellicose tones. Mr. Bonar Law asked derisively if they were to discuss the new proposals without seeing the actual, detailed form in which these were to be submitted; and Mr. Asquith, whose firm attitude was heartily approved of by the Radicals, declared that it would be a waste of time to enter into questions of machinery unless the general principle of the suggested amendment were accepted. He was afraid, he said, of attention being diverted "from the main channel into by-streams and backwaters." His attitude provoked Sir Edward Carson to exclaim that his concession was "a hypocritical sham"—a phrase which was vehemently endorsed by many other Unionists, and a vote of censure on the Government for their refusal to formulate their proposals was tabled the same evening by Mr. Bonar Law. In this manner the struggle was waged with increasing passion, and with declining signs of a conciliatory temper, while Mr. Churchill became the hero of the Radicals. Last week Mr. Lloyd George excited their enthusiasm by his spirited reply to attacks made upon him for inaccuracy and alleged misrepresentation; and this week the First Lord of the Admiralty, who had been for some time out of their favour, completely recovered it by his Bradford menace. Consequently, the Radicals were induced to look with a less unkindly eye than they had formerly turned on the Navy Estimates, which he submitted on Tuesday, amounting to the enormous sum of 51½ millions, or 2¾ millions more than the votes (original and supplementary) for the expiring financial year. The statement on the Navy Estimates occupied two hours and a-half.

EXHIBITED AT THE AERO SHOW AT OLYMPIA: THE NIEUPORT SKIMMER—A FRONT VIEW.

The fifth International Aero and Marine Exhibition opened at Olympia on the 16th after the King had visited it. The Nieuport Skimmer is designed for high-speed navigation on waters only a few inches deep. As soon as the speed gets up, the centre hull lifts out of the water. — [*Photos. by Alfieri.*]



PREPARING AN EXHIBIT AT OLYMPIA: A "WIGHT" SEA-PLANE IN COURSE OF CONSTRUCTION THERE.



WITH A HULL LOOKING VERY MUCH LIKE A WHALE: THE NIEUPORT SKIMMER AT OLYMPIA A SIDE VIEW.

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can only be preserved up to old age by a rational mode of life, suitable nourishment, and plenty of exercise in fresh air. A great deal depends upon the nourishment. "The full blessing of health cannot be obtained

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THE CHRONICLE OF THE CAR.

The Aero and Marine Motor Show.

One is accustomed to expect progress to be demonstrated through the medium of an exhibition such as that which is running at Olympia during the present week, and truly the visitor of observant mind will not be disappointed with what he sees at the Aero Show. Of course, the principal interest of the Show centres about the aeronautical exhibits, and it is there that the most progress is manifested. To the student of aircraft and their development will come the comforting reflection that even though Great Britain made a late start in aviation, the lost ground, constructionally at least, has been well recovered, and it is a safe predication that the British constructor has overtaken—if, indeed, he has not passed—his foreign competitors. That is true at least of the British machines exhibited at Olympia so far as concerns comparison with the best of the French aeroplanes, though how we compare with Germany in this respect I am not altogether certain. Very little seems to reach us over here with regard to the progress of flight and the design of the aeroplane in Germany, and while it is possible to secure the most intimate details of any French machine, I do not remember to have seen published in England scale drawings of German machines except of the older types. We know that, thanks to the public spirit of the Germans and the magnificent manner in which they have supported the several funds that have been organised, aviation is developing very rapidly in that country, and in some respects the Germans probably lead the world. For instance, we know that they are using a great deal of steel in the construction of their machines—in fact, they almost universally construct the fuselage and landing chassis of steel tube. In France this method of construction is coming increasingly into favour, but here we are only just beginning. There is one machine at Olympia—the Vickers war-plane—which is of steel construction, but that material does not figure largely in any other British aeroplane.

OF THE TYPE EXHIBITED AT OLYMPIA: A 32-FOOT WOLSELEY MOTOR-LAUNCH WITH A 30-H.P. SIX-CYLINDER ENGINE.

The hull is of two-skin mahogany construction, with interior fittings in choice teak. The machinery is beneath the raised fore-deck. The engine can be started from the driving-seat, and is very silent in running and without vibration. A boat of this type is shown on Stand No. 58 in the Aero and Marine Exhibition at Olympia.

From the constructional point of view, the most notable change to be observed as compared with last year lies in the enormous development of the sea-plane type. That is, of course, a natural trend of development, since the majority of our air-craft for war purposes will undoubtedly be called upon to work with the Fleet, and must be amphibious machines, so to say, rather than craft which can only be used to any extent over the land. Coincidentally, there is to be noticed a very marked tendency to make these sea-planes of the "flying-boat" type, rather than to take an aeroplane, fit it with floats, and call it a sea-plane—to make of the type a boat that will fly rather than an aeroplane that will float.

Coming to the aeronautical engine section, our own engine-builders do not seem to be flocking into the industry in any numbers. True, there are a few new motors of British origin, notably the Sunbeam and the Argyll sleeve-valve motor and the new Vickers radial engine, which are all products of the year's progress. Then there are certain engines of foreign design, but which are being manufactured, or which it is intended to manufacture, in this country, of which the Salmson is a case in point. Then, of course, there are the older stagers, like the Wolseley and the Green; while it is possible that there are other motors in process of production, but which

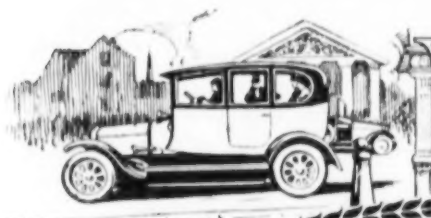
(Continued overleaf.)

IN THE NEW FOREST: A 9·5-H.P. COVENTRY-BUILT STANDARD LIGHT CAR.

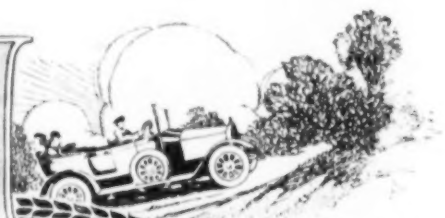
The car was recently supplied by the Grosvenor Garage, of Bournemouth, to a well-known lady resident. This little British Standard is one of the "light" class which adheres closely in its design to conventional car practice. It is not a "cycle-car," and is all the better for it.

A DAIMLER "TWENTY" OFF THE BEATEN TRACK IN WARWICKSHIRE: IN ROCKY LANE, NEAR ASHOW.

The owner of the new Daimler "twenty" shown in the photograph, while "cruising" round Warwickshire, came across this beauty spot in Rocky Lane, leading to the village of Ashow. It is near Stoneleigh, famous for its deer park, and considered one of the prettiest villages in England.



INVINCIBLE TALBOT



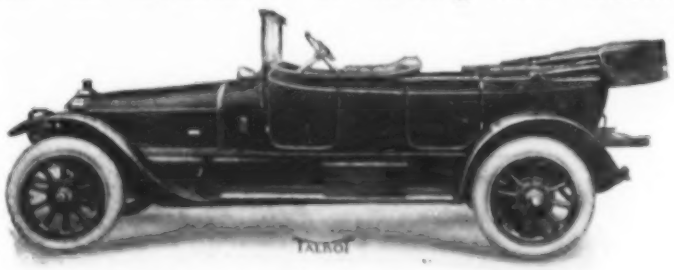
Springtime and Summer—the joytime of the year—afford endless opportunity for pleasure and recreation to the fortunate possessor of a Talbot Car.

Choose a TALBOT for its investment value. No car has won so many awards in Hill-climbing, Reliability, and Petrol-Economy trials. None offers such an assurance of lasting and efficient road-service.

12 H.P.
with torpedo body and full road equipment, £410; two-seater, £400.

20/30 H.P.
Chassis price, £425.

20/40 H.P.
(Six-cylinder Model).
Chassis price, £565.



20/30 H.P. TALBOT with Streamline Touring Body.

15/20 H.P.
with streamline body and full equipment, £460. Chassis, £350.

25/50 H.P.
Chassis price, £515.

Catalogue of all models on application.

CLEMENT TALBOT, LIMITED,
Automobile Engineers and Manufacturers,
Barlby Road, N. Kensington, London, W.

FIRST TO TRAVEL 100 MILES IN 1 HOUR

62 HIGHEST AWARDS IN 1913

THE SIGN OF EFFICIENCY

A GOOD JOKE!

JOHN BULL: Have you seen the latest, Mr. Dunlop? A foreigner claiming to have invented the pneumatic tyre!

J. B. DUNLOP: Ha, ha! Well, that's good! Why, the first pneumatic tyre they ever saw was the Dunlop. Sent our men over to France to teach them how to make 'em, too. And the best of them recognise the fact.

(M. le President de la Commission Sportive de L'Automobile Club de France, speaking at the Pneumatic Tyre Majority Celebration, said: "All of you who have been associated with the movement from its earliest stages . . . as cyclists and as motorists, can appreciate the invention placed at our disposal as the result of the genius of Dunlop. **DUNLOP WAS THE CREATOR.**")

DUNLOP

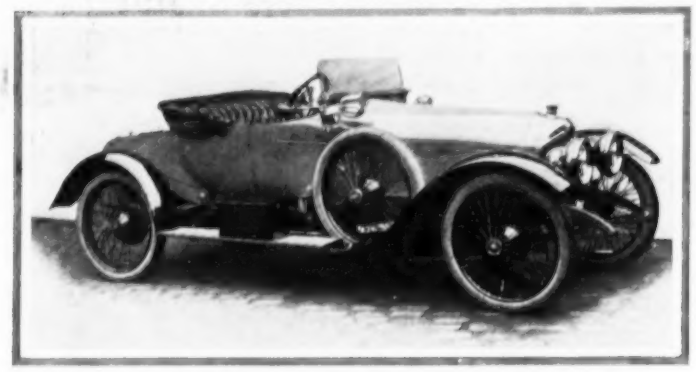
FOUNDERS OF THE PNEUMATIC TYRE INDUSTRY.

The Dunlop Rubber Company, Ltd., Aston Cross, Birmingham; and 14, Regent Street, London, S.W. Paris: 4, Rue du Colonel Moll. Berlin, S.W.: 13, Alexandrinenstrasse, 110.

(Continued.)

do not figure in the Show because of the proximity of the Military Trials, though I have not heard of any such. It is something that we have progressed during the year to the extent indicated, but I had certainly looked for more British motors, especially as we know that military aviation is destined to make enormous strides in *matériel* during 1914, which means that the Government will require a great many engines for machines intended to be built during the financial year.

In the marine section there is not quite the same progress to be discerned. That, however, is hardly to be expected, since marine models are of a necessarily more settled type—marine motoring is an ancient pursuit when compared to aviation. The section will interest a great many, for there are some notable exhibits both of boats and of power plants. The Austin firm, for instance, are showing a group of motors which will command a great deal of attention, if only for the reason that they engined *Maple Leaf IV.*, the boat which scored such a splendid victory for Great Britain in last year's races for the British International Trophy.



A SMART TWO-SEATER: A 15·9-H.P. CROSSLEY "SHELSLEY" MODEL.

This car was completed for a well-known Blackpool motorist. It has a low-seated body with a semi-bulbous back and dickey-seat, and a 12-volt Rotax lighting set.

Main Roads and the State.

Speaking the other day to a conference called to consider the problem of arterial roads for Greater London, the President of the Local Government Board made a most important announcement, which was to the effect that the Government intended to introduce a measure during this Session the effect of which would be to throw much more of the cost of main-road maintenance on the Imperial Exchequer. A sanguine view to take of this statement would be to take it to mean that we are close to the consummation of the one real remedy for the existing chaos of our highway system—a Central Road Authority. Until we know exactly what it is the Government proposes to do, however, it would be futile to assume that this is so. Mr. Samuel did not say, nor did he even infer, that it was intended to go the whole hog and bring the control and maintenance of the main roads directly under the State. Indeed, one can read very little into his speech but a sort of promise of half-measures. As somewhat of a student of highway problems, it is my opinion, for what it is worth, that half-measures would only tend to make confusion worse confounded. For earnest of that, we have only to recall what happened when the Road Board came into existence. Believing that they had only to sit tight and wait for the Board to hand over substantial sums of money towards road construction and improvement, many of the highway authorities virtually suspended everything in the way of improvement, with the consequence that, until the Board made known its policy, a number of main roads actually degenerated. If, therefore, the intention is to broaden the scope of the Road Board and make it still more the vehicle for distributing doles and grants-in-aid to the local authorities, things had better be left as they are until the Government has time and inclination to apply the one and only remedy I have indicated. However, we can only wait until the full text of the proposals is made known before we can presume to pass judgment. But I confess I am not sanguine enough to believe that we shall get what we want.

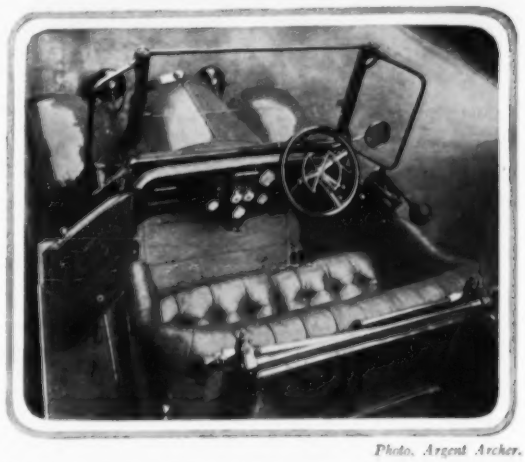


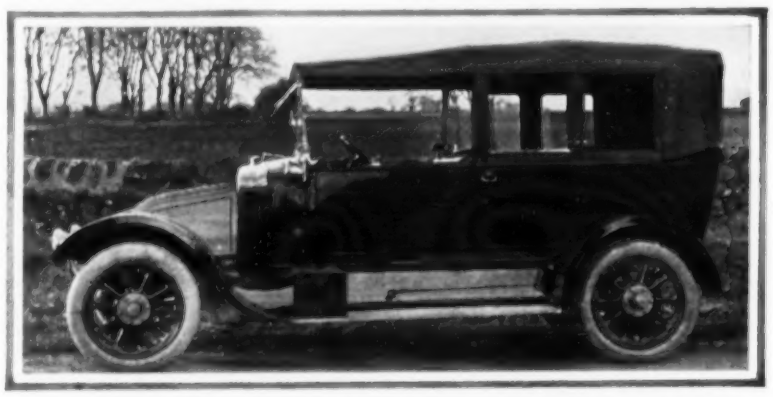
Photo. Argent Archer.

GIVING A GOOD VIEW OF THE INSTRUMENT-BOARD AND VARIOUS FITTINGS: A 17-25-H.P. ARMSTRONG-WHITWORTH TOURING-CAR.

The car is fitted with a front-and-back Beatson wind-screen, a C.A.V. electric-lighting set, and a self-starter. The coach-work is the product of the Armstrong-Whitworth body-works at Manchester.

How Things are Done in America.

I remember, some three or four years ago, attending a luncheon given in honour of Mr. Henry M. Leland, the President of the Cadillac Company. He set out to talk Cadillac to us, and he talked it for nearly an hour and a quarter, with never a dull moment—indeed, I know I speak for everyone present when I say that we were all sorry when he came to the end. It was by far the most remarkable speech to which I have ever listened, and the point which I remember most impressed me was his transparent sincerity and absolute directness of purpose. I know that none of us wondered at the success of the Cadillac after listening to him, for he told us how it had been done—and interested us in everything connected with the car and the enterprise. Eloquent of his methods and those of the firm is a booklet that has just reached me relating to the Cadillac School of Applied Mechanics, in which are trained the young men who in the years to come



SIR WILLIAM BEARDMORE'S NEW CAR: A 20·9 ARROL-JOHNSTON CABRIOLET.

(Continued overleaf.)

Vauxhall

THE CAR SUPEREXCELLENT

The famous Vauxhall '25'

£480, or with electric lighting set, £500

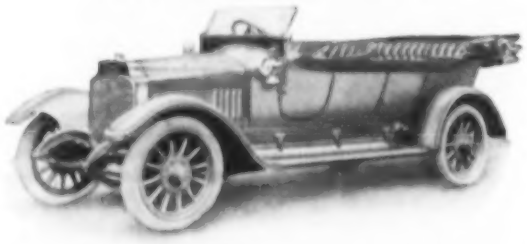
BRIEFLY the Vauxhall '25' meets, *as does no other car*, the case of the man who wants a weight-carrying chassis combined with the economy of a motor of the middle size.

Mr. H. Massac Buist has termed it "The happiest solution of a combination of problems presented by the public to the maker of medium-sized motor carriages." Of its hill-climbing powers he wrote: "I do not know of a big-powered car in the land that shows to better advantage on really steep gradients on the top gear than does this middle-sized Vauxhall."

Again, "Its output of energy is so wonderful," writes Mr. J. Owen, in the *Westminster Gazette*, "that the power [highly rated as it is in the catalogue] might be said to be unnecessarily underrated."

Thus when compared with very big cars it proves itself possessed of capabilities at least equal to theirs, doing the same work on lower running costs.

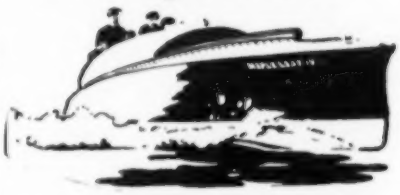
Catalogue sent on application



25 h.p. Vauxhall-Newmarket to pedo de luxe, electrically lighted, comple ely ready for the road - - £660

VAUXHALL MOTORS LIMITED
174-182 Great Portland Street
LONDON, W.

The joys of the open sea—



its health-giving ozone, its ever-varying fascination, its hundred and one charms—all can be yours and enjoyed to the fullest advantage by having possession of a reliable motor-boat, cruiser, or similar craft. Such *joie de vivre* is the natural adjunct to an Austin-engined boat. Its clean lines, its graceful hull, its silent motor, each will add to the pleasure of ownership. You recline at your ease, you touch a button to start up, and go where you will—your enjoyment and satisfaction complete.

May we send you full details of

Austin

BOATS AND EQUIPMENTS.

AERO AND MOTOR BOAT EXHIBITION
OLYMPIA STAND **52.**

WE are showing a comprehensive exhibit of our motors and equipments which will be well worth your critical examination. A pleasure launch and a dinghy will be included, completely equipped.

Just a reminder that we were the builders of the engines of "MAPLE LEAF IV." which won the B.I. Trophy in 1912 and retained it in 1913.

For particulars write to

THE AUSTIN MOTOR CO. (1914) LIMITED,
Marine Depot: 479–483, OXFORD STREET (near Marble Arch), W.
Depots at Paris, Manchester and Norwich. Works: Northfield, Birmingham.

The
Blue Riband of the Racing Track—
THE
'HOUR RECORD'
is held by the Supreme
SUNBEAM

THE Sunbeam gained this distinction in a series of brilliant performances at Brooklands during October, 1913. In two days it established no fewer than 23 World's Records, viz., One Hour to Twelve Hours, and 100 Miles to 1000 Miles. The distance covered in the hour was

107·95 MILES

Such achievements as these afford the most convincing proof of Sunbeam excellence in design, material, and workmanship. A better car than the Sunbeam is not built.

MODELS FOR 1914:
12-16 h.p. 4-cyl. £390
16-20 h.p. 4-cyl. £510
25-30 h.p. 6-cyl. £635
Complete with Touring body and Dunlop grooved tyres as standard.

SUNBEAM MOTOR CAR Co., Ltd.,
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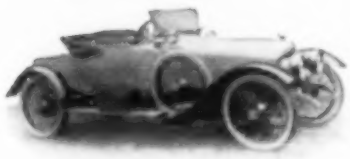
MANCHESTER: 112, Deansgate.
Agents for London and District: J. Keele, Ltd., 72, New Bond St.

THE *Crossley* CAR

"OF GAS ENGINE FAME."
— As supplied to —
ADMIRALTY AND WAR OFFICE.

The finest combination of material and workmanship known to modern automobile construction and design.



London Office:
CHAS. JARROTT & LETTS, LTD.,
45, Great Marlborough Street, W.

CROSSLEY MOTORS, LTD.
Dept. I.N.,
Gorton Lane, Manchester.

C.B.C.

A Revelation in Motor-Car Construction.
The "MORGAN" New Patent
Cabrio-Landaulette

Can be used fully open, as a three-quarter Landaulette, or entirely closed. The ingenious method of conversion is so simple that one can, single-handed, make the desired change almost instantly.

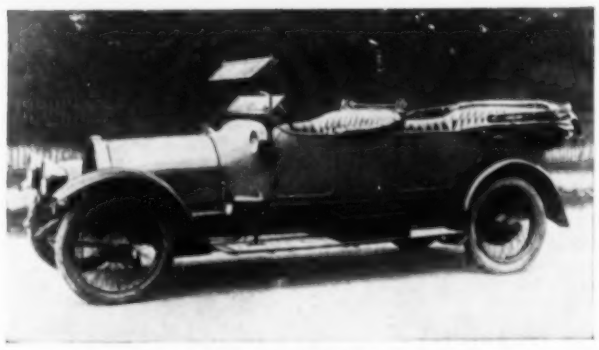
FITTED TO THE
ADLER
—a tried and proven Chassis of superlative workmanship — it is essentially
"The Car Supreme"

MORGAN & CO., Ltd.,
127, Long Acre, W.C., and
10, Old Bond Street, W.

PROMPT DELIVERIES.

The New 9 h.p. 4-cyl. MORGAN-ADLER CARETTE.
With Morgan 2-seat body, hood, five lamps, screen and horn, at 200 GUINEAS, is exceptional value.
Awarded GOLD MEDAL, London-Exeter Run.
"The Perfect Miniature Motor."

ARMSTRONG WHITWORTH



17/25 h.p. Touring Car

The above Car and the following are now in our London Showrooms ready for immediate delivery:—

30/50 h.p. Limousine (6-*cyl.*)
30/50 h.p. Cabriolet (6-*cyl.*)
17/25 h.p. Landaulette
17/25 h.p. Touring Car
17/25 h.p. Limousine

There are no cars that have won a finer reputation than the Armstrong-Whitworth. Made of special metals compounded at the famous Armstrong-Whitworth Steel Works and Brass Foundries, these Cars are of tremendous strength, and are reliable under all conditions.

Pay a visit of inspection, or write for 1914 Catalogue.

Sir W. G. ARMSTRONG, WHITWORTH & CO., Ltd.
London Showrooms:
183, Blenheim Street, New Bond Street.
Elswick Works, Newcastle-on-Tyne.
Manchester: 114, Deansgate.

ARMSTRONG WHITWORTH

Continued.

are to hold responsible positions in the great American motor factories. This school is Mr. Leland's own idea, for he believes in catching his man young and training him in the way he should go. The only qualifications for admission are that the intending student should be of good habits and moral character, and that he agree to serve for two years at rates of pay which would make an English apprentice's mouth water. The course is an exceedingly thorough one, and at the end of it an intelligent student should be able to go far in his chosen profession, for the Cadillac school will certainly supply him with a magnificent equipment of applied knowledge of his business. A great many of our own motor-manufacturing firms might do a lot worse than get this synopsis which is before me, and give it their most serious attention. Some—the Daimler and Talbot firms, for instance—are doing something of the same kind, but the Cadillac scheme strikes me as being unique of its kind.

Dunlops and the Transandine Journey. I am informed that the Buick car which, as I recorded last week, succeeded in making the journey across South America, was shod with Dunlop tyres.

Continental Tyres in Australia. In a recent report upon the Melbourne-Sydney automobile touring contest of 627¾ miles, "small wonder" was expressed "that the tyres gave out, under the combined strain of hazard and heat" (107 degrees in the shade were registered). However true this may be as regards other makes, it cannot apply to Continental tyres, for, as already reported, the eight competitors who used them accounted for the first, second, third, and fourth in the race, also the winners of the hill-climb and of the fastest time awards—a record that becomes the more praiseworthy when the exceptionally severe conditions that were experienced, and called for the remark quoted above, are borne in mind.

The First Brooklands Meeting. The programme of the first meeting of the year, to be held on Easter Monday, has been issued by the Brooklands Club, and contains particulars of eight races for cars, two for motor-cycles, and an "Easter Aeroplane Handicap." There is not much of innovation in the particulars, though one new rule embodied is earnest of the attempts that are being made to solve the fuel supply problem and the progress made in that direction. The rule in question is to the effect that, except where the race conditions specifically state the contrary, "any fuel which is commercially obtainable may be used." This, of course, lets in benzol, paraffin—in fact, any sort of fuel which will burn in an internal-combustion engine.

W. Whittall.

CHESS.

To Correspondents.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

G M den Fer (Amsterdam).—We are glad to know the game gave you so much pleasure. You are quite right, however, about our note: we entirely overlooked the effect of 37. Q to Q 6th by White.

E J Polglase (Bristol).—We are much obliged for your problem, and have little doubt it will prove attractive.

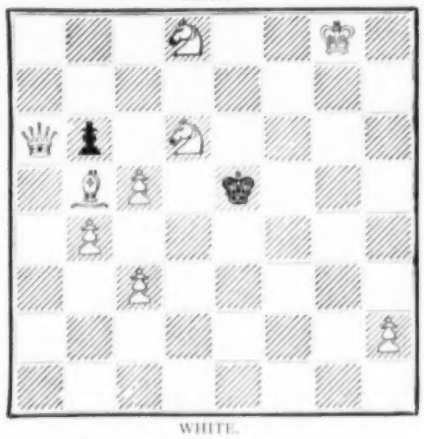
J G Hume (Seaford).—More practice in composition is necessary for you before we can publish your problems. Compare the play of yours with any ordinary published position.

Solution of Problem No. 3641.—By Rudolf L'Hermet.

WHITE	BLACK
1. Q to Q Kt sq	Any move
2. Mates accordingly.	

PROBLEM No. 3644.—By M. L. Pence.

BLACK.



WHITE.

White to play, and mate in three moves.

Solutions of Holiday Problems.

No. 1, R to B sq; No. 2, P to K 4th (ch); No. 3, Q to Q 3rd; No. 4, Q to K 7th; No. 5, R to B 2nd.

Correct Solutions received from G Stillingfleet Johnson (Cobham), R Worters (Canterbury), J Fowler, J Cohn (Berlin), L Schlu (Vienna), J Smart, H S Brandreth, M E Cuslow (Bournemouth), Dr. Higginson (Edgbaston), T T (Cambridge), J Verrall (Rodmell), J Gamble, R Murphy (Wexford), F R Pickering (Forest Hill), and J Green (Boulogne).

Correct Solution of Problem No. 3636 received from T O'Neill (Los Angeles, California); of No. 3638 from H A Seller (Denver), R B Cooke (Madison, U.S.A.), and J Samuels (Brooklyn, U.S.A.); of No. 3639 from A Perry, Blair H Cochrane (Harting), and E P Stephenson (Llandudno); of No. 3640 from Blair H Cochrane; of No. 3641 from Captain Challice (Great Yarmouth), L Schlu (Vienna), Dittlof Jassens (Apeldoorn), John Watkinson (Huddersfield), E P Stephenson, John Isaacson (Liverpool), R Donner, A Perry (Dublin), F W Atchinson (Lincoln), T Smith (Brighton), J D Paulson, J S Wesley (Exeter), H R T Ponse (Geneva), J Dixon (Colchester), F Hunter (Wigan), Mrs. Hulse Roff (Penzance), and W C D Smith (Northampton).

Correct Solutions of Problem No. 3642 received from W Best (Dorchester), F Smart, H F Deakin (Fulwood), A W Hamilton-Gell (Hyères), H S Brandreth (Cimiez), W H Taylor (Westcliff-on-Sea), G Stillingfleet Johnson (Cobham), F Hunter, J Green (Boulogne), J Fowler, J W Horn (Greenwich), A H Arthur (Bath), R Worters (Canterbury), J Willcock (Shrewsbury), Blair H Cochrane, W Dittlof Jassens, and G Fletcher (Sheffield).

CHESS IN LONDON.

Game played in the City of London Chess Club Championship Tournament, between Messrs. E. B. Osborn and H. Jacobs.

(Queen's Pawn Game.)

WHITE (Mr. O.)	BLACK (Mr. J.)
1. P to Q 4th	P to Q 4th
2. Kt to K B 3rd	B to B 4th
3. P to K 3rd	P to K 3rd
4. P to B 4th	Kt to Q B 3rd
5. P to Q R 3rd	P takes P
6. B takes P	B to Q 3rd
7. Kt to Q B 3rd	P to Q R 3rd
8. P to K 4th	

While at the proper moment this advance is usually a good one, here we believe it is premature. Castles should, at any rate, come first.

8.	B to K Kt 5th
9. B to K 3rd	P to K 4th
10. Q to Q 2nd	

More aggressiveness than this is required. Q to Kt 3rd leads to some interesting complications.

10.	B takes Kt
11. P takes B	Q to B 3rd
12. P to Q 5th	Kt to Q 5th
13. B takes Kt	P takes B
14. Kt to K 2nd	Q takes P
15. Castles Q R	Q takes K P
16. Kt to Kt 3rd	Q to B 5th
17. K R to K sq(ch)	K to Q 2nd
18. K to B 2nd	Q takes Q

Black can now win if exchanges can be forced, and he accordingly proceeds to the task.

19. R takes Q	Kt to B 3rd
20. R takes P	Q R to K sq
21. Q R to Q sq	R takes R
22. R takes R	

Although playing the adversary's game, there is nothing better to be done. The position is hopeless.

22.	R to K sq
23. R takes R	Kt takes R
24. Kt to B sq	Kt to B 3rd
25. P to B 3rd	K to K 2nd
26. K to Q 3rd	B to B 5th
27. P to Q R 4th	K to Q 3rd
28. P to Q Kt 4th	P to K Kt 4th
29. P to Kt 5th	P to Q R 4th
30. K to Q 4th	P to Kt 3rd

And in a few more moves White resigned.

We learn that the Hon. Frederic Anson will give a ball in the new ball-room of the Piccadilly Hotel on Wednesday, May 6.

S. FOX & Co LIMITED PARAGON
FOX'S FRAMES
FOR UMBRELLAS & SUNSHADES
WHEN YOU BUY AN UMBRELLA or SUNSHADE
always open it and look for the trade marks on the frame.
Don't judge by the Handle only, THE FRAME is the VITAL part.
After a test of 60 years
FOX'S FRAMES
ARE STILL THE BEST IN THE WORLD.
Refuse all Substitutes

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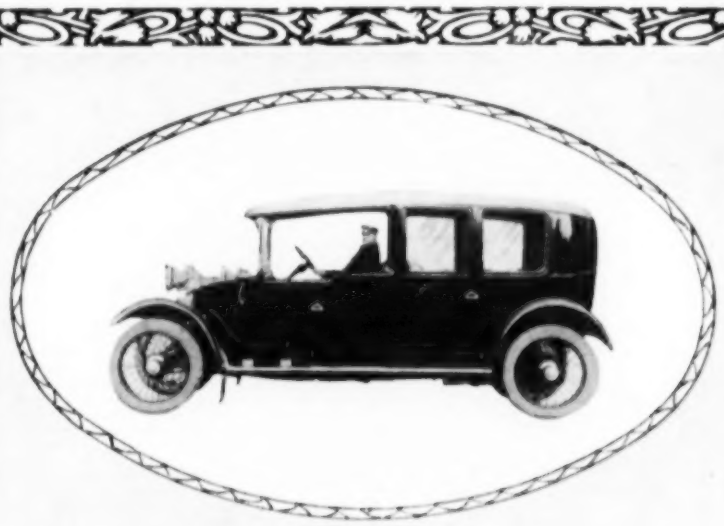
For Searches and Authentic Information respecting
ARMORIAL BEARINGS and FAMILY DESCENTS.
Also for the Artistic Production of
Heraldic Painting, Engraving, & Stationery.
Interesting Genealogical Pamphlet post free.
92, PICCADILLY, LONDON.
Formerly at 25, Cranbourn Street.
Gold Seals, Signet Rings, Dwek Seals, Book Plates, Note-paper Dies.

BROWN'S Bronchial TROCHES
Bronchitis
Nothing better for the cough of bronchitis and asthma, hoarseness, and throat irritation. Used over fifty years. 1/1½ per Box.
OF ALL STORES AND CHEMISTS.

For cleaning Silver, Electro Plate &c.
Goddard's Plate Powder
Sold everywhere 6d 1/ 2/6 & 4/6



THE Lanchester engine position economises space and enables the carriage body to be roomy, with the seating well forward where the springing is most effective.

The passengers are accommodated comfortably, while the short wheel base, silent gear, and perfect control enable the car to be manœuvred with unusual facility.

Lanchester
BIRMINGHAM: Armourer Mills. LONDON: 95, New Bond Street. MANCHESTER: 88, Deansgate.

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